

# TWO BELLS

## LET US BE GRATEFUL

LET us be grateful this Thanksgiving Day that we have friends who believe in us, that we have loved ones to whom our home coming brings comfort and joy and who, regardless of our manifold and manifest shortcomings, still see in us the sort of person we would like to think we are.

Let us be grateful for the successes we have had, for the memories that we treasure, for the opportunity to profit by the mistakes we have made, for the day of renewed endeavor that dawns for us tomorrow, and finally, for the mellowed philosophy of life and the revised standard of values that the years so mercifully bring.

*Selected.*



“La Guerre Est Finie”



That was a memorable day throughout the civilized world—November 11, 1918—the day on which the great World War ceased—a day, none who lived at that time and realized its importance, can ever forget.

Along the muddy roads of the Argonne — on the shell-swept fields of Chateau Thierry—on the banks of the Marne and on Flanders fields, the French, British and American soldiers were joyously shouting “La guerre est finie! The war is over!”

We may forget much of the bitter feeling that surged in the hearts of a world’s people on either side of the strife but we cannot forget that many a mother’s son is still sleeping in Flanders field where the poppies grow and the sad, sweet requiem of the listless winds stir the grasses on the hilltops.

The victory was won but chaos was left in its wake—humanity suffered much; the cloak of power was torn from the beast of selfishness and arrogance and a new world has

come up out of the smoke and fire of the conflict.

We are paying tribute to our dead. We adorn with flowers the silent graves and tears moisten our cheeks as with prayer we plead that never again shall the world engage in or behold such a terrible carnage.

“La guerre est finie!” May permanent peace prevail!

Out of The Mud

That well-known writer, Bruce Barton, in speaking of personal appearance says: “You have read a great deal about how a man can change his environment. Have you ever stopped to think how tremendously the environment can change the man?”

“Hypnotize a man, dirty his face and hands, and dress him in ragged clothes. What happens? Instinctively he slouches; his actions become furtive, slovenly. His soul takes on the color of his hands.

“Dress him in a soldier’s uniform, and with no other suggestions his shoulders straighten. Dress him like a gentleman and his every movement betrays an increased self-respect.

“If you want to lift yourself out of the mud—black your boots.”

All of us have at some time felt and experienced what Bruce Barton has expressed. The man who is careful about keeping his shoes clean and shined is also concerned about his clothes, no matter how old or worn they may be. He sees to it that they are regularly cleaned and pressed. He is uncomfortable when he has missed his daily morning shave and doesn’t feel like calling himself ready for the day’s work. Such a man has personal pride. He proclaims to the world, without saying a word, that he has respect for himself, for the company he represents and for the patrons he serves.

# Two Bells

A Herald of good Cheer and Cooperation.

Vol. X. NOVEMBER, 1929 No. 11.

*Published Monthly by and for Employees of the Los Angeles Railway*

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## Twin Oaks Rancho Welcomes Annual Pilgrimage



Beautiful San Fernando Valley, bathed in the warm October sunshine, welcomed the annual caravan of good will and fellowship that journeyed to the residence of Mr.

and Mrs. Frank Denison, better known as "Twin Oaks Rancho" at Encino.

This year the pilgrimage was held on Sunday, October 6th, and it was the biggest and most successful event ever held in this now famous spot in the valley.

Through the efforts of James A. Bodley, and others who made it possible, over sixty former co-workers, their wives and children heartily enjoyed the splendid dinner provided and managed by Harry Tuttle, well-known Manager of the Car Barn Cafe.

There in the shade of one of the mighty twin oaks, long tables were arranged to provide comfort from the sun's rays. Arrangements were

made that several of the men act as waiters and the ladies (God bless 'em) be waited on. We don't know who was responsible for the idea but it worked splendidly. In the accompanying photograph you will notice R. A. Pierson and Harry Tuttle, Chefs or K.P.'s-at-large, dishing up all the trimmin's. They gave you a hearty smile as you reached for your portion to give the effect of getting your money's worth. Harry engineer the dinner.

For mental calisthenics you were supposed to try guessing just what the dinner consisted of. It was good. One fellow was waiting for the regular course believing that he had had only soup. Harry called it chicken-a-la-king, but no one guessed it. And

then there was ice cream, cake and coffee.

Speeches were the next order of the day, and to avoid any speaker complaining that he was "too full for words" time was given so that the dinner could properly digest. However, with R. A. Pierson as Master of Ceremonies, some very good impromptu talks were made by Mr. F. Van Vranken, Mrs. Van Vranken, Mrs. C. D. Clark, Mr. Walter Brown and Mr. William Brown. Mr. Denison responded in a very apt manner to the many kind expressions of the previous speakers.

Among those present were: Mr. R. A. Pierson, his sister and niece; Mr. and Mrs. Jess Gough, Mr. and Mrs. L. A. Recappe, Mr. and Mrs. M. E. Morris, Mr. W. Yandal, Mr. and Mrs. W. H. Snyder, their son and daughter; Mr. Charles Coover, Mr. and Mrs. Jack Barden, Mr. and Mrs. Jess Drayer, Mr. and Mrs. George E. Ferguson, Mr. and Mrs. H. T. Tuttle, their daughter and niece; Mr. and Mrs. Grant Clear, Mr. and Mrs. E. R. Dye, Mr. and Mrs. T. Y. Dickey, Mr. and Mrs. W. T. Brown, Mr. and Mrs. W. C. Brown, Mr. and Mrs. Ed Fleming, Mr. and Mrs. Fred Clothier, Mr. P. C. McNaughton, Mr. and Mrs. C. D. Clark, Mr. and Mrs. L. W. Sweeney, Mr. and Mrs. J. A. Bodley, Mr. O. Elrod, Mr. E. L. Lewis, Mr. and Mrs. E. A. Tower, Mr. and Mrs. F. Van Vranken, Mr. and Mrs. L. Morton and sister, Mr. and Mrs. W. T. Shelford and daughter.

Those who failed to be "among those present" and can not give a perfect alibi are hereby severely reprimanded by Frank Denison.

The entire event was one that will long be remembered by all who were fortunate enough to be present. It was the biggest gathering yet, but plans will be made next year to surpass the record made this year so that many more may have the opportunity to enjoy the excellent hospitality that is always tendered by Mr. and Mrs. Denison at Twin Oaks Rancho and also the thorough enjoyment in meeting and renewing old acquaintances.

## Wear Your Legion Cap November 11th

Through the efforts of Supervisor E. G. Gilmore, Past Commander of Sunrise Post, American Legion, arrangements have been made by officials of the Transportation Department to allow trainmen, who are Legionnaires, to wear their Legion caps on November 11th while operating their cars.

It is expected that about 300 trainmen will don their caps on Armistice Day.

## Watch Your Lights

Many complaints are being received in regard to failure of conductors to have their cars properly lighted before light in the morning and just before dark in the evening.

Lights must be turned on when necessary in the A.M. period and kept burning until it is sufficiently light that our passengers will not be discommoded; and also, lights must be turned on sufficiently early in the P.M. so that our passengers will get the benefit of the lights if they desire to read.

R. A. Pierson,  
Supt. of Discipline  
and Merit System.

## New Equipment

An additional electric welder has been added to the equipment of the Engineering Department and the old welder will be brought up-to-date with modern improvements.

A new compressor has also been added to the fleet of "bigger and better" compressors, making four altogether.

## Complaints and Bouquets Rally

The complaints staged a little rally during October, with a total of 181, an increase of eleven over the month of September.

Discourtesy decreased from 40 in September to 39 in October; Starting Too Soon from 16 to 12; Passing Up Passengers, from 13 to 10.

Fare and Transfer Trouble increased from 48 in September to 51 in October; Carrying Passengers Past Stop from 10 to 15; Dangerous Operation from 0 to 2; Short Change from 17 to 22; Miscellaneous, from 26 to 30.

### BOUQUETS THRIVE

Commendations increased from 44 in September to 48 for October. Divisions Two and Three were at the head of the list of men commended, with totals of 20 and 19, respectively.

## About Completed

Within the next few days the track work on 9th Street from Figueroa to Union Street will be completed by the Engineering Department. One hundred and sixteen pound steel girder rail is being used on this reconstruction job.

## Direct Service

On Nov. 12, shuttle coach service to University of California will be discontinued and instead through coaches will be operated.

## "Minute of Memory" Commemorates 11th Anniversary

The beautiful and impressive ceremony of sounding "taps" at the principal intersections of the city on Armistice Day will be sponsored this year by the Elks Lodge, No. 99, with the co-operation of military, civic, railway and business organizations.

The "Minute of Memory," a tribute to the American soldiers who paid the supreme sacrifice during the World War, will be enacted at the eleventh hour on the morning of November 11. As formerly, all traffic, both vehicular and pedestrian, will be suspended for one minute until the last note of the bugle has been sounded.

The following trainmen have volunteered their services to sound "taps" at the "zero hour."

I. J. Madsen, M. R. Klein, Joe Henschall of Division One; B. T. Glennin, R. J. Crothers of Division Two; H. F. Quinn, H. A. Mitchell of Division Three; A. G. Nelson, J. L. Kline and F. M. Hill of Division Four.

## Square and Compass Plan "Ladies' Night"

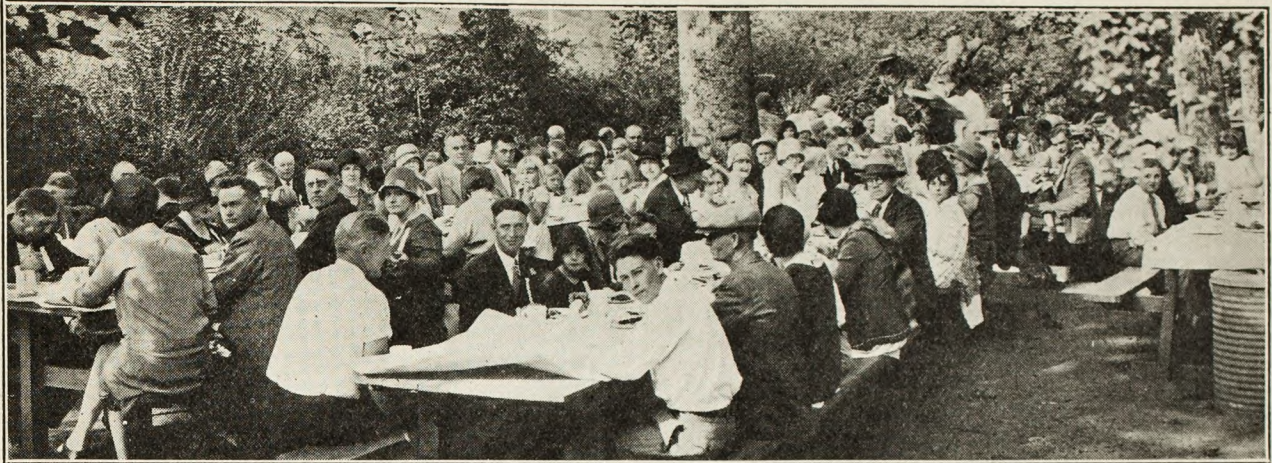
Ladies, this is your inning, so please give your attention to this article.

Whether the male quota of your household consists of husband, brother, fiance or sheik, it makes no difference. They haven't a word to say about it. They will in all probability pocket the Secretary's notice about the next meeting of the Club and forget to tell you all about it.

It is "Ladies' Night" and that is the reason this notice is particularly for you so that you may know that an exceptionally fine program of vaudeville has been arranged for Saturday night, November 16th, in the Green Room of the Masonic Temple. You can, therefore, jog the boy friend's memory and bring him along.

P. T. Klingelsmith, First Vice President of the Club, will be Master of Ceremonies, and those of you who were present at the occasion held last year at this time will remember how glad you were that you went.

Well, this year it's going to be "bigger and better than ever". There will be eight turns of vaudeville, excellent refreshments and—well why say any more about it. Just get the hubby to wind up the car, bring you down to the temple and see just what is in store for you. Only be sure to remind him in time so that he will not make other plans for the evening. Husbands are like that, you know.



With over one hundred and fifty people seated at the table the Engineering Department successfully staged its first family frolic in the form of a barbeque at Sycamore Grove, Sunday, October 13th. The mess call was sounded at one p. m.

Delicious barbequed beef cooked at Vernon Yard by Chef Bill Swearingen was accompanied on the platter with beans cooked by Chef Cal Simmons. Charles Shelton and Carle Hefington acted as assistant cooks to Chefs Swearingen and Simmons. Those recruited for table service were E. C. Flemming, Frank Putnam, Charles Shelton, Carle Hefington, Roe Van Brunt, Sidney Stephens and H. I. Schaubert.

In the afternoon considerable fun was created by contests and races and suitable prizes were awarded the winners. L. F. Sparks and Roe Van Brunt had charge of these events.

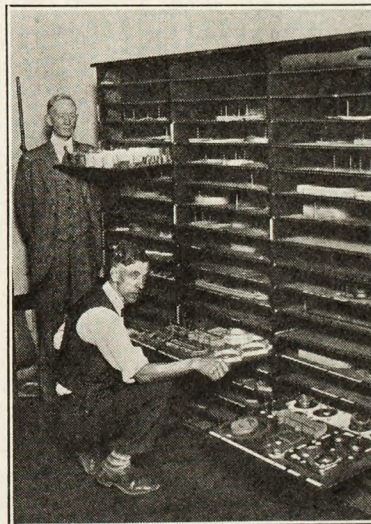
Ellen Wieberg won the Little Girls Race, five to eight years; Virginia Wieberg won the Shoe Race for girls from eight to ten; Stanley Sparks won the Shoe Race for boys from eight to ten; Miss Nellie Johnson captured the prize for the Fifty Yard Race for girls from fourteen to seventeen; Joe Van Brunt literally walked off with the prize for the Big Mens Race, leaving B. H. Eaton trailing with a heel hanging out of his shoe after making a sharp left-hand turn. Mrs. Wm. Morgan and Mrs. L. F. Sparks won the Three-legged Race for women; Mrs. B. H. Eaton won first prize for the Women's Race and Mrs. E. C. Flemming took second prize. The Charleston contest for girls from eight to ten was won by Miss Bernice Roberts.

After the feast and the fun were over it was found that there still remained seventy-five pounds of beef and twenty pounds of butter, and to make a good day end with a good

deed these foodstuffs were taken to the Midnight Mission.

## Shelves For Gaskets Fill Need of Garage

Necessity is the mother of invention. That this maxim is true is borne out by the fact that at the Garage Storeroom thousands of coach gaskets were cluttering up valuable space, hence something of necessity had to



be done, so J. B. Buchanan, General Storekeeper and G. A. Holmes, Storekeeper in charge, got their heads together, with the result that a rack was built—simple in construction yet effective in purpose.

This rack, as shown in the accompanying photograph, is 6 feet 5 inches high, 7 feet 10 inches wide and 24 inches deep. The shelves are of laminated wood and slide in and out on little metal channels. There are 54 shelves in all, each representing 5 square feet of surface or storage space. The entire space amounts to

270 square feet of storing space.

Flat headed nails about 3 inches long were put through from the bottom of the drawers to hold the gaskets in place.

The numbers are placed inside or close by each item and directly in front along the edge of the shelf a card is placed in a holder which gives the number as well as description, so the correct material can be found in the shortest possible time.

## Girl Basketeers Play With Pep and Gusto

A girls' basketball team has been formed by the effervescent pulchritude of the Auditing Department. They played their first practice game on Tuesday, November 5, at the Echo Park Playground. The manager and captain of the team had not been selected at the time Two Bells went to press.

This team consists of Irma Watkins, guard; Elsie Seehorn, guard; Leona Gorsline, guard; Fern Carpenter, forward; Ester Rowda, forward; Edythe Brumpton, forward; Betty Goss, center; Emma Blossil, center; and Florence Breese, center.

## Sidney Beard Passes

It is with regret that we chronicle the death of Sidney Beard, Clerk and Repairman of Division Four, who passed away September 28th.

Mr. Beard had made many friends during his length of service with the Company. He was employed on May 17, 1914. He was born in Winchester, England, February 28, 1877 and is survived by his wife, who has the profound sympathy of all who knew him.

## "A Merry Heart Goes All The Way"

Major Ford A. Carpenter, well-known to Angelenos as former weather prophet, and now Consultant in Meteorology and Aeronautics, has written us the following letter commending the men in the Company service and Conductor Carl F. Fitzgerald of Division Two in particular. This tribute coming from a man of the standing in the community of Dr. Carpenter is highly appreciated.

Three months of the year I am lecturing throughout the United States and have occasion to use street cars in practically all of the larger cities, and I wish to go on record that in no place in the country do the street car companies attract and hold a finer body of men than those on the platforms of the Los Angeles Railway Company.

Not only does the service contain an efficient class of men for motormen and conductors, but this efficiency is flavored with a certain regard for the humanities that is most unusual in any profession or business. For more than a score of years I have used all of the lines in the city of Los Angeles, riding the cars several times a day for at least three-quarters of the year and it seems incredible, but is true, nevertheless, that in the thousands of miles that I have traveled and the thousands of platform men I have observed I have never witnessed an act of discourtesy. This is something I cannot say of any railroad or steamship company; therefore credit for management and selection of employees must be given the Los Angeles Railway Company. And, here is where the real test comes in: the men respond to that training. An inefficient, impolite or grouchy conductor or motorman is given short shift. His days are numbered; in fact, I doubt very much if he ever does more than to complete one trip as an apprentice.

There is no doubt but what much has to do with the physiological conditions of both people and employees. The weather makes for general happiness and contentment, and, too, there is a larger proportion of native born Americans in Los Angeles than in any other large city of the Union.

I am especially attracted to one of your platform men, No. 1812 (I happen to remember the number because it memorializes a great war) for this conductor may be compared to that jolly rogue Autolycus who is immortalized in Shakespeare's Winters Tale. No. 1812 has a smile for everyone, rich, poor, lowan or Mexican, and the day is started right for hundreds of men and women as they go to work. Sings Autolycus:

"Jog on, jog on, the footpath way,  
And merrily hent the stile-a;  
A merry heart goes all the day,  
Your sad tires in a mile-a."



C. F. Fitzgerald

## An Unusual Bouquet

Just the other day in Gilmore Millen's column in the Evening Herald, entitled "The Merry-Go-Round," appeared an unusual bouquet for one of our men, Conductor W. M. Vaughn of Division Four. Unfortunately we lack space to print the article in its entirety but the following excerpts tell you just what Mr. Millen thought of Conductor Vaughn as a man as well as a conductor.

"The other morning, coming down Broadway, I first got on his car at Fifth Street and he was helping half a dozen women with bundles, one by one, to climb up the steps. They were puffing and panting and shoving each other but he was cool and calm and spoke courteously to each one of them.

"One of them handed him a white bus ticket in place of a transfer and tried to hurry on past. But he was courteous to her, too, and quietly and suavely explained to her that the ticket wasn't good at that corner, but he didn't mind and she could ride down a block and walk over another block, where a bus would be waiting to take her where she wanted to go.

"At Sixth Street he helped five more women with bundles into the car. At Seventh Street he informed a frightened, weary old lady, almost blind, that she was on a "P" car instead of a "W" car, but he helped her down the steps and stood there in the safety zone half a minute while he pointed out to her that the 'W' car she was looking for was down the track there, two cars behind."

Mr. Millen goes on to state that a little further on a passenger boarded the car and deposited only six pennies and insisted he had deposited seven. Conductor Vaughn dropped the seventh penny in the box with a smile and the passenger, somewhat abashed, found after all he still had the seventh penny in his vest pocket.

Next, a little boy got on the car and handed in a week-old transfer and the conductor let him proceed to the front of the car and afterwards when there were fewer people on the car he went up to the front and had a talk with the boy and evidently got him to promise never to try and be dishonest again, then he and the boy shook hands.

Mr. Millen stated that when he got off the car at Figueroa "the little conductor was still smiling cheerily and he probably smiled on to the end of the line."

## Witness Report For October Drops To Low Level

More accidents and fewer witnesses. That's the sad story for the month of October, according to official figures received from the Claim Department. Every division with the exception of Division Two had a weak month. With 1,833 accidents for October as against 1,542 for September, the average number of witnesses for all divisions dropped from 5.69 in September to 5.34 in October.

Division Four takes the lead for last month with 6.58, and for three successive months now has dropped below its customary seven point.

Division Three takes second place with 5.84, with Division Two displacing Division Five for third place.

Division One went down a few steps in the cellar instead of aiming for a place in the sun.

The following is the comparative standing of the various divisions for the two months of September and October:

SEPTEMBER		OCTOBER	
Div. 4	6.97	Div. 4	6.58
Div. 3	6.60	Div. 3	5.84
Div. 5	5.30	Div. 2	5.12
Div. 2	5.02	Div. 5	4.82
Div. 1	4.85	Div. 1	4.34

## The Need Is Greater

The Community Chest of Los Angeles is confronted this year with the task of raising \$3,200,000, the campaign goal which represents the minimum sum upon which the 131 member agencies of the Chest can function. They are faced with a demand for service that is increasing tremendously each year.

This budget represents a needed increase of \$586,000 over the amount subscribed last year, or 20 per cent. In the fall campaign of 1924, \$2,522,408 was secured to carry on during 1925. However, 50 per cent more people were aided in 1929 than in 1925, which is an enormous increase and at this rate the amount that should actually be raised is between \$4,000,000 and \$5,000,000.

But the goal is set at \$3,200,000 and employes of the Los Angeles Railway are asked to do their share. Keymen and representatives of the Chest are employes of the Company who will cover every department in order that every employe will receive a pledge card.

The plea is to give as your heart dictates. Do not measure your generosity upon what others give, but let your gift be governed from inside—not outside—as a measure of your caring for those who are suffering and unfortunate.

The need is greater—please give more.

## Sunrise Post Installs Officers

At the meeting on October 17th, Sunrise Post No. 357, American Legion, installation of officers for the year 1930 and initiation of candidates was the order of the evening.

Inglewood Degree Team conferred the rituals and made a striking appearance in blue uniforms and white Sam Browne belts. The degree work was very impressive.

The following officers were installed: H. L. Gleason, Commander; Charlie Thompson, First Vice Commander; Tommy Spurgeon, Second Vice Commander; George L. Ker, Adjutant; Myron Braucht, Sergeant-at-Arms; Abe Light, Historian, and Guy Wilkinson, Chaplain. With the exception of H. Gleason, Commander, and Guy Wilkinson, Chaplain, the officers are composed of trainmen of Division One.

The members elected on the executive committee were Billy Sullivan, Jerry Stoddart and John Fagin. E. G. Gilmore, who is both Senior and Junior Past Commander of the Post, is also on the committee. Gilmore now has a much heavier task in filling chairmanships to the various committees.



## Azuride's Circulation Managers



Left to right, standing: E. E. Wilke, Division Four; A. J. Hathwell, Division One; D. D. McClurg, Division Two; C. E. Erickson, Division Three. Seated: L. Heinzman, Division Five and C. V. Coleman, Motor Coach Division.

That Azuride is popular is a well-known fact. Letters from readers assure us that it is read because all sorts of boosts and sometimes knocks come in from day to day. Then there are the poets and jokesmiths who send in their copy for publication. Naturally, we are glad to receive all kinds of comment—it's the spice of life.

The fact that over 160,000 Azurides are printed at each issue or more than 320,000 circulated each month, and never more than a few hundred returned, is also a striking testimonial to its popularity with the traveling public.

The task of distributing Azurides and re-distributing them every four days on the cars devolves upon the "perambulating" circulation managers" who were persuaded to pose in the accompanying photograph.

At the general get-together a "ways and means" discussion arose and the methods used for distribution were compared by the perambulators. Many pointers were gained in the exchange of ideas, such as equipment used for distribution and the method of collection.

It appears that on the short run lines Azuride is not taken in such numbers as is the case with the longer runs.

In instances of this kind where the Azurides are not taken the Circulation Manager of that Division sees to it that they are placed in other cars where the boxes are practically depleted. When a new issue is being distributed the old issue is removed from the boxes and a report of those

returned is sent in to the Publicity Department for record.

A. J. Hathwell of Division One and L. Heinzman of Division Five have been engaged in the work of distribution ever since the first Azuride made its appearance in 1918. The others have experience ranging from one to five years.

In addition to Azuride distribution these trainmen take care of all car cards and stickers. Of course, all this work is done at night time when practically all cars are in the car-house and several hours are required of nocturnal perambulation.

## Largest Special Work Job Completed

At North Main and Alameda Streets the Engineering Department has just completed installation of the largest four unit crossing on the Company's trackage system. Due to the acute angle of the crossing at this point it extends over one hundred feet in length.

## Mrs. Wilkinson Passes

Adelaide M. Wilkinson, beloved wife of Perry Wilkinson, Elevator Operator in the Main Office Building, passed away October 4th, after an illness of a few months.

Mrs. Wilkinson was removed to the hospital last May when her illness became acute.

To Perry Wilkinson the sympathy of his large circle of friends is extended in his hour of bereavement.



# BOUQUETS

For (1) Conductor E. B. Adams of Division One from L. B. Morris for assisting a blind negro from the car over to the sidewalk.

For (2) Conductor H. W. Anderson of Division One from Mary Coleman for helping an elderly crippled passenger from the car over to the curb.

For (3) Conductor O. N. Haggard of Division One from Mrs. Phyllis E. Smallwood, who states that a crippled man boarded the car and dropped his cane down onto the street and although the car went half a block before it could be stopped, the conductor got off and went back to recover the cane.

For (4) Motorman T. C. Jones of Division One from T. L. Roeder for his expert handling of the car and for being polite and accommodating.

For (5) Conductor H. Cannon of Division Two from Mrs. Annie A. White for his courtesy and kindness of heart.

For (6) Conductor C. E. McClain of Division Two from Mrs. E. M. Fenst for his kindness in helping a blind passenger from the car.

For (7) Motorman E. C. Fisher from James O. Brier for assisting a blind man from the car and over to the walk.

For (8) Motorman H. A. McKown of Division Two from Bruce MacGaffey for his quick thinking and prompt action in averting an accident when a woman suddenly tried to cross in front of his car without warning.

For (9) Conductor R. B. Haslam of Division Two from Mrs. C. C. Douglas, who states in part: "I opened my large purse to pay my fare and found I had left my coin purse at home. I had not a penny and told Conductor 644 so. I fully expected he would put me off at the next corner, instead he very kindly loaned me a token and asked me how I would get back." I said, "I am going to visit an evening school and will prob-

ably be able to borrow my fare". But he told me he would let me have a token for my return fare."

For (10) Motorman F. Monaghan of Division Two from A. Kenworthy for stopping his car when Mr. Kenworthy told him he wanted to get off at the street just passed.

Motorman Monaghan is also commended by J. F. Walsh for assisting a blind man from the curb and over to the car in the rain.

For (11) Motorman E. Dunigan and (12) Conductor B. Still, both of Division Two, from Gay Swing for their efficiency and their desire to be of service.

For (13) Motorman W. P. Brewington of Division Three from D. T. Bell for his cool-headedness in avoiding an accident.

For (15) Motorman H. Penberthy and Conductors (14) J. E. Bohler, (16) C. L. Menefer, (17) J. R. Holland, (18) O. J. Allen and (19) C. R. Aker, all of Division Three from Ella M. Ken-



nedly for assisting her on and off their cars and for their kindness to other passengers.

For (20) Motorman V. C. Whipple of Division Three from A. J. Hamer, of Chicago, for efficiency.

For (21) Conductor G. C. Parson of Division Three from W. R. Hoefflin for assisting a very feeble old lady across the street in the face of heavy traffic.

For (22) Motorman R. O. Yarger of Division Three from K. M. Adams for his unruffled demeanor in the face of traffic delays and many other annoyances.

For (23) Conductor C. W. McVay of Division Three from Mrs. Goodwin for going over to the curb to assist a blind man across the street and into the street car.

For (24) Conductor J. C. Phillips of Division Three from R. W. Stanton for looking after the safety of his passengers.

For (25) Conductor P. Gillespie of Division Three from Miss Virginia Kingsbury for courtesies shown his passengers.

For (26) Conductor E. R. Waas of Division Three from James Rufus Choate for courteousness and efficiency.

For (27) Conductor H. F. Smith of Division Three from Mrs. L. M. Coventry for his kind assistance.

For (28) Conductor I. E. Gott of Division Three from Minnie Brown for his thoughtfulness and courtesy.

For (29) Conductor I. Gasparro of Division Three from D. J. Flynn for being the "ideal conductor".

For (31) Motorman C. J. Sutter and (30) Conductor L. H. Farr, both of Division Four from T. G. Taylor for their kindly consideration of passengers.

For (32) Conductor D. C. Dunn of Division Four from Mrs. D. L. Williams, of Seattle, for their consideration and courteous treatment shown her.

For (33) Conductor J. J. McFarlane of Division Four from Nurse Miriam Jean Rollins for looking after his passengers' welfare.

For (34) Conductor W. M. Vaughn of Division Four who is commended in a special article entitled: "The Merry-Go-Round", printed in this issue.

For (35) Conductor M. J. Wallace of Division Five from Nurse Miriam Jean Rollins for his thoughtfulness and pleasant manner.

For (36) Conductor E. J. Marceau of Division Five from D. L. Roberts for giving service with a smile.

For (37) Conductor G. W. Dow and (38) Motorman J. L. Hoffman, both of Division Five, from W. C. J. Warner for expert manipulation of their car.



Senor Jacques Fishenden of the Auditing Department, erstwhile confirmed bachelor and connoisseur of "what have you," fell in a connubial mood while touring the wilds of Tia Juana, Mexico, and asked Senorita Betty Thomas to say "yes" to a very important question. She did and now they are one. All this happened on Sunday, October 20th. The honeymoon is deferred until a later date, at which time Jack will take care of the matter of passing the cigars. Congratulations and best wishes for abundant happiness are extended the happy couple by their many friends.

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Conductor R. J. Crothers, of Division Two, and Miss Francis Gentry were married on the 18th of October. They took a trip to San Diego and came back via Indio. We wish them all the luck in the world and thanks, R. J., for the cigars.

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Conductor W. E. McGuyre of Division Two drove back to Allen, Oklahoma, alone, but when he returned he wasn't very much alone. He was married on the 9th of October. Congratulations.

\* \* \*

Here is one that was kept too quiet to get in the last issue. L. W. Beavers, Conductor of Division Two, and Miss Mary Piolet were married September 27th. To make the honeymoon more enjoyable, L. W. was thoughtful enough to turn his roadster in on a nice coupe.

\* \* \*

Conductor I. D. Atkinson of Division Three returned from his vacation spent in Alamosa, Colorado. While gone Mr. Atkinson married a Miss Vogt of that city. The boys all wish them a long and happy married life. Thanks for the cigars.

\* \* \*

It is reported that one of our popular conductors at Division Three, George Mayhew, has been married and that he spent his honeymoon at General Grant National Park up among the big trees. We could not learn who the lady was, but all wish them a long and happy married life.

\* \* \*

On October 15th Conductor H. C. Corneth of Division Three was married to Mrs. Nancy Lunt at Cedar City, Utah. The happy couple are now living at 579 North Avenue 33.

\* \* \*

Motorman George Halsey of Division Five is back on the job after a couple of weeks off. He was single

when he left, but came back married, having made his second trip to the altar. Congratulations and good luck, George.

\* \* \*

All smiling and happy, Motorman Gerald Cook left on a ten days' vacation. He came back the same way and broke the news that he had tied the nuptial knot while away. Our best wishes to you both.

\* \* \*

L. Lee, Mechanical Department, Division Two, sprang a surprise on the night shift by getting married on the first day of his vacation. We all take this opportunity to extend our heartiest congratulations to the newlyweds.

\* \* \*

If the Mechanical Division's news is mixed up, please do not blame us for it. It is the best that can be done under the circumstances, as H. K. Conacher, our scribe de luxe, slipped away without a word and married Miss Marie Valkenaar on October 25th. The pretty wedding was solemnized in the South Park Christian Church with members of their immediate family present.

Upon returning to Division Two Conacher's co-workers presented him with a beautiful silver set, consisting of coffee urn, cream pitcher, sugar bowl and tray, together with an electric toaster.

We join with their many friends in wishing them both much happiness in their matrimonial venture.

## Appreciation

Will you kindly express to the Co-operative Association my deep appreciation for the beautiful floral piece they so kindly sent for my dear husband, also for their kind expression of sympathy and for the prompt payment of the insurance.

Minnie C. Beard.

\* \* \*

I wish to express my sincere appreciation for the kind expressions of sympathy and for the lovely floral piece sent on the occasion of the loss of my wife.

Perry B. Wilkinson.

\* \* \*

In behalf of Mr. Riley, who was unable to be present at the funeral of his son, Motorman G. D. Riley, we wish to express to the boys of Division One his sincere gratitude for the beautiful floral piece and for their cooperation and help during his son's illness.

We also wish to thank them for assisting us to bear the financial burden incident to the funeral.

C. N. Reddick  
L. L. Nelson.

# Romance of The Rails

By E. L. Lewis  
Eighth Installment

In 1884 the land along Temple street west of Bunker Hill, was largely owned by one group of capitalists and the land along Second and First streets west of Bunker Hill by another group.

There were no good streets in that section; no transportation lines of any kind; and, owing to the hills, a horse-drawn car line was deemed an impossibility. Real estate investments were valueless unless some means of transportation could be provided for the future residents.

In November of that year, J. C. Collins of San Francisco began an agitation for a cable railway from Spring street out Temple to Texas street (Belmont avenue), a distance of about 1 1/4 miles. He spent much time in creating sentiment, then secured subscriptions among the property holders for a bonus of \$40,000 to start the enterprise. This project was given much space by the press with the result that it stimulated the owners along First street, west of the hills, to inaugurate a like movement for a line from Spring street out Second to their property. Keenly aware of the advantages accruing to the real estate owners who first succeeded in getting a line in commission, they also started a subscription for a \$40,000 bonus, which was completed by February, 1885, — some San Francisco parties making the final subscription.

A franchise was granted on March 14, 1885, to C. H. Howland and his assigns for a period of thirty years, to construct and operate a double track cable street railway commencing at Second and Spring, west along Second to Lakeshore avenue, to Diamond street (First) then to the west boundary of the city. Construction was to be completed to Texas street (Belmont avenue) in one year, and to the city limits in three years.

Construction was started at Spring and Second streets in March on a single track cable line, though the records do not show that the double track provision of the franchise was ever changed.

The plan, as publicly announced then, was only to build the line to Diamond and Texas streets, a distance of 1 1/4 miles, total cost to be \$125,000.00.

The newspapers boasted that the city now had 14 1/2 miles of street car lines, which, with the 1 1/4 miles of cable road to be constructed, increased it to 15 3/4 miles.

The construction work was carried



Hollenbeck Hotel at Second and Spring Streets in 1885—looking south on Spring. This was the eastern terminus of the Second Street Cable Railroad.

on with unusual diligence. By May 30th the track had been completed from Spring to Figueroa street, and was finished by September 1st. The cable was placed in position and spliced on September 23rd, and the line started operation on October 8, 1885. No effort was ever made to extend the construction of this line west of Belmont avenue.

The Power Station was at the northwest corner of Second street and Boylston avenue.

(To be continued)

## Sharpen Your Pencil

We have often wondered why the fellow who uses his automobile instead of his pass to and from work has a hard time going from one pay to another.

Statistics compiled by the Automobile Club of Southern California show that the average motor car operating costs vary from 6.02 cents per mile to 9.45 cents per mile. The size of the machine governs the differences in the costs.

These averages prevail in the four-cylinder class: Light cars, 6.02 cents per mile; medium cars, 6.42; heavy cars, 7.20. The six-cylinder class costs as follows: Light cars, 7.38 cents per mile; medium cars, 8.40; heavy cars, 9.45.

When you stop to consider that the average person who rides to work in his car drives from five to fifteen miles a day, it is rather startling to figure out just how much is saved in a year's time by using the street cars.

Take the lowest figure, six cents, and an average of ten miles per day:

Automobile	
Day .....	\$ .60
Week .....	3.60
Month (26 working days) .....	15.60
Year .....	187.20
Street Car	
Day .....	.12 1/2
Week .....	.75
Month (26 working days) .....	3.25
Year .....	39.00
Difference saved per year .....	\$148.20

## Division Assignments

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

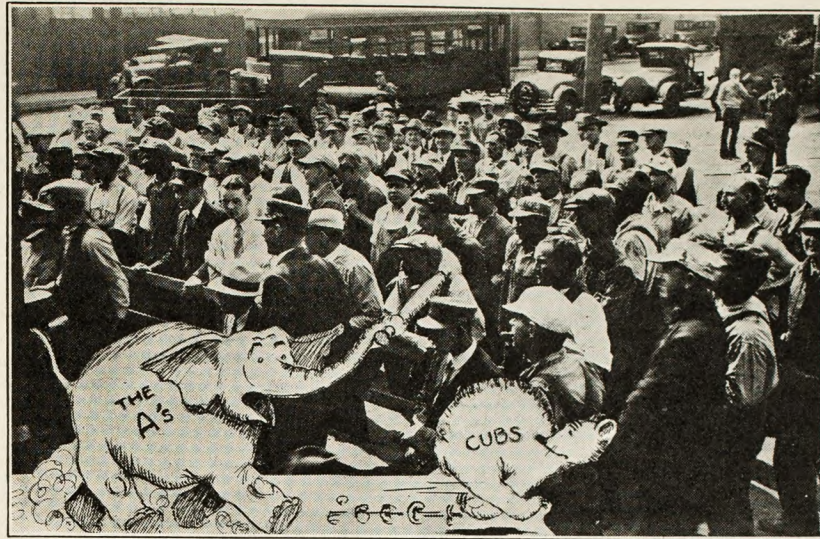
To Division One: Motorman D. M. Dunkin; Conductor R. Farley. To Division Two: Motormen H. M. Morgan and L. D. Lofton; Conductor W. E. Clinkenbeard. To Division Three: Motormen P. J. White, G. E. Kinnison, D. E. Maxwell, A. W. Broward, K. K. Purdy, E. M. Bryant, O. C. Amos, J. M. Smith, F. B. Kesling, J. H. Harnage; Conductors D. R. Herriott, G. L. Wynkoop, C. Wankier, C. H. Lanham. To Division Four: Motorman P. C. Wolfe; Conductors W. H. Norton, J. T. Copeland, C. M. Oderfield, L. V. Wall, W. O. Millard; Safety Operator C. D. Stevenson. To Division Five: Motormen W. J. Brown, G. F. Titmus, L. M. Pardo, R. M. Bayliss, D. T. Kessenick, F. S. Hughlett, R. H. Wallace; Conductors P. B. Land, P. E. Easley, T. C. Wiley, R. W. Lewis, P. C. Hampton, N. S. Seely, F. H. Brown, W. H. Ritter, M. W. Carey.

???



This photograph was taken long before the city limits of Los Angeles reached as far as the western boundary of Iowa, this gentleman's home state; in fact it was taken in 1902 B. P. (Before Prohibition) when soup strainers and washable celluloid collars were in vogue. We are sorry that his bicycle does not show in the picture.

This gentleman, for such is he, is one of the very few Iowans who did not sell California sunshine and real estate to native sons, but preferred rather to enjoy the usual and unusual weather from the street car platform. That was in 1903. Today he is somewhat fleshier and is quite a prominent figure in the Main Office Building. Do you know him? Make your guess and then turn to page twelve for the shock of your life.



"It looks like a home run and it is a home run, and the score is now tied" barked the radio and Tex Bourland who had been gloomily marking the zeros for the Athletics brought about by Malone's stellar pitching, jumped up as if he had come in contact with a live wire. This picture was taken at South Park Shops during the fatal ninth inning of the fifth frame when Connie Mack's Athletics brought in three runs and the World's Series for 1929 in spectacular fashion after they had been trailing the Cubs' two run lead early in the game.

The fan interest was at high pitch when the Athletics started scoring in the last frame and speculation was running high as to whether they would stage another rally as they did in the fourth game when they overcame the Cubs' eight run lead by scoring ten runs in the seventh inning and establishing the world's record for runs in a single inning.

Tex Bourland, as in former years, was the Pacific Coast representative for 1929 and his elaborate scoreboard conveyed all the information anyone would require of the progress of the games. Tex was just around the left hand corner of the picture marking up the score at the time the photo was taken. His clientele is tensely listening to the little story of how the elephant chased the sassy cub to the tall timbers.

### That's Service

"Smilin' when a kick comes in,  
That's service;  
Shooting trouble with a grin,  
That's service;  
Letting folks with whom we deal  
In our daily business feel  
That our smiles and grins are real,  
That's service!"

—Selected.

## How Good Were You?

For those who tried the anagrams in last month's issue, here are the answers. Check up and see how many you figured out correctly.

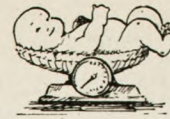
- |                     |                      |
|---------------------|----------------------|
| 1. Nagles<br>Panels | 6. Sable<br>Bales    |
| 2. Boer<br>Bore     | 7. Ocean<br>Canoe    |
| 3. Sewed<br>Weeds   | 8. Bury<br>Ruby      |
| 4. Andes<br>Danes   | 9. Smug<br>Mugs      |
| 5. Pana<br>Napa     | 10. Stable<br>Ablest |



Proving a fish story. Posed especially by A. H. Huffmeier, H. Bruggerman, R. H. Jackson, I. D. Starks, and G. W. Farley, all of Division Two.

## Called Beyond

The October issue of Two Bells told of the serious illness of Motorman G. D. Riley of Division Two. On October 15th Motorman Riley passed into the Great Beyond and his passing will bring grief to his many friends here in the Company. As he had no relatives in the city, Motormen C. N. Reddick and L. L. Nelson, formerly roommates of the deceased, had charge of the funeral and interment.



# Births

Conductor R. L. Fenno of Division Four is the proud papa of a baby boy. The little fellow arrived October 11th, weighing in at seven pounds seven ounces. He has been given the name of Richard Lee.

\* \* \*

Paul Abbey of the Blacksmith Shop proudly passed the smokes around on the morning of October 8th, when a baby girl weighing eight pounds, arrived. Joan Louise is her name and along with her mother she is doing fine.

\* \* \*

The reason for the cigars at the Garage Storeroom last week was the arrival of a seven pound fifteen ounce baby boy at the home of F. W. Hitchner. Mother and baby are doing fine. The son's name is Gerald Gean.

\* \* \*

G. A. Smith, second Groupman of Division One, Mechanical Department, is the proud father of a seven pound baby boy. Mother and son are getting along nicely. Congratulations, George, and thanks for the cigars.

\* \* \*

R. M. Blaide, commonly known to the boys as "Baxter", and who works in the Truck Repair Shop, proudly announces the arrival of twin boys, weights eleven and six pounds. They arrived on the morning of October 31st. Mother and "large family" are doing nicely.

## FOR SALE

Hamilton "992" Railroad Watch, 21-jewel white gold Wadsworth case, also white gold Simmons chain. Cost \$85, will sell for \$50 cash. Room 601 L. A. Railway Building.

Ives Electric Train, engine and three coaches, 40 feet of 3-inch track and transformer complete. Cost \$50 new. One year old. Will sell for \$20 cash or \$22.50 on easy payments. Can be seen and demonstrated at 4432 E. Second Street, off Ford Boulevard, any evening. Will make an excellent Christmas gift. Any payment will hold this buy.

## Card of Thanks

We wish to thank the boys of Division Three, and especially Conductor O. G. McDermitte, who helped us during our recent trouble and assure them that their help was deeply appreciated.

Thomas J. O'Connor and Family.



# Mary Watts



"Now," said the leader of the Brushville Jazz Band, "we will play 'The Stars and Stripes Forever.'"

"What?" exclaimed the cornet player. "I've just played that!"

We go fall down and go boom, but up in East Chicago and Hammond they say we go boom and fall down.

Marie: "If you could have two wishes, what would they be?"

Viola: "Well, I'd wish for a husband."

Marie: "That's one."

Viola: "And then I'd save the other till I saw how he turned out."

Cohen and his family sat down to dinner on Sunday. To his three little boys Cohen said: "Now children, which of you would want it a nickel instead of meat for your dinner?"

Each of the three decided in favor of the cash settlement, so Mrs. Cohen put the meat away. Then she brought in the pie and put it on the table.

"Now my children," inquired Cohen, "how many of you want a nickel's worth of pie?"

Employer: "Why were you discharged from your last place?"

Applicant: "For good behavior."

Employer: "What do you mean?"

Applicant: "They took three months off my sentence."

"You seem very quiet tonight, Roland. Are you—are you sure you love me?"

"Love you!" Roland exclaimed. "Why good heavens, Rhoda, when we were saying goodbye at the gate last night your dog bit a piece out of my leg and I never even noticed it till I got home."

"Yes," said the timid passenger to the airplane pilot. "I understand I'm to sit still and not be afraid and all that; but tell me, if something happens and we fall, what do I do?"

"Oh, that's easy," said the pilot, "Just grab anything that we're passing and hang on."

Notice: Any one pouring out ashes or any other rubbish in the streets of Elkhart, will be cleaned up at their own expense.—Elkhart (Ind.) paper.

Man (to small boy eating apple): "Look out for worms, little boy."

Boy: "When I eat an apple the worms must look out for themselves."

Parson: "Surely you have not caught these today?"

Sonny: "Yes, that's what happens to fishes that go chasin' worms on Sunday."

Don't fool yourself, the five cent cigar has been here all the time—at ten cents!

"Mama," said little Elsie, "I never see any pictures of angels with whiskers. Do men go to Heaven?"

"Well," said the mother, thoughtfully, "some men do go to Heaven, but they get there by a close shave."

"Did you hear about the India rubber man who was arrested yesterday?"

"No; what about him?"

"The judge sent him up for quite a stretch."

Old Fashioned Youth: "Eunice, unworthy as I am, I have resolved to sue for your hand."

Business Man's Daughter: "All right, go ahead and sue!"

Rastus was dead! A wonderful funeral was in progress. The preacher talked at great length of the good traits of the deceased brother; what a good, honest man he was; what a good provider for his family; what a loving husband and father;—

The widow grew restless. "Johnnie," she whispered, "go up dar and look in dat coffin and see if dat's yore pa."

And then there was the Scotchman who sued a baseball company because he was injured while watching a ball game. He fell out of a tree.

A lineman with a broken leg was taken to a hospital for treatment. After his leg had been set, the nurse asked him how the accident occurred. He replied:

"You see, ma'am, it was this way: I was stringing for the company and I only had one ground mole. He sent up a big come-along and she was a heavy one. I was pullin' on her and yelled to the mole to give the guy a wrap; instead he threw a sag into her, and that broke my leg."

"Yes," the nurse replied, "but I don't exactly understand."

"Neither do I," said the lineman. "The darn fool must have been crazy."

Sambo: "I'se appointed special diplomat to Indo-China."

Rastus: "Boy, if der is as much fightin' in indo' China as der is in outdo' China, you should resignation yo'self."



"At the student council last Saturday night my suspenders broke right in the middle of the floor."

"And weren't you embarrassed nearly to death?"

"Well, not very. My roommate had them on."

"I want to get a good novel to read on the train—something pathetic," said the woman to a book salesman.

"Let me see; how would 'The Last Days of Pompeii' do?" asked the salesman.

"Pompeii? I never heard of him. What did he die of?"

"I'm not quite sure, madam," replied the salesman. "Some kind of eruption, I think."

## BELIEVE IT OR NOT—

The gentleman in question is R. A. Pierson, Superintendent of the Discipline and Merit System.



## Division One

H. N. COLE

Motorman S. C. Wilson has just returned from a solo auto journey of nine thousand miles. He drove his Graham-Paige over the northern route to New York, and then down through the southern states, including old Virginia, the State that has been so productive of president and street car conductors.

Champion Token Seller, Traffic Man and Conductor are titles that rightfully belong to E. S. Lee, and now he comes with a believe-it-or-not story. For six long years his alarm clock served him faithfully, never laying off or missing out. Finally, one morning about a week ago, it called him as usual and then dropped dead—from over-work, no doubt.

Conductor R. A. James and his pals who went up north duck hunting returned without firing a shot. Switchman Doolittle says that as duck hunters they would make good fishermen.

Instructor Snell tells the one about an educated switch: he says that while Motorman L. V. Daniels was a new man and not altogether familiar with all the streets, he mistook Jefferson and Vermont for Jefferson and Grand. He tried to throw what he thought was an electric switch and when it failed he pried it over and it flipped back and just would not let him go north on Vermont, so he was forced to go the right way because of the educated switch.

Motorman Nate Robinson says he would like a two-car train very much better if it wasn't for the electric bell on the rear car—it reminds him too much of three-thirty in the morning.

Conductor and Mrs. P. J. Gerhardt have returned from a sixty-day leave of absence, during which time they visited Chicago and other eastern cities.

On account of the illness of his father Conductor C. E. Stephens has been called back east.

Motorman J. J. Hillis, who has been on the sick list for several days, is reported improving.

After a vacation of three months, most of which was spent in New Orleans, Conductor Martin Sasolow has returned to his duties. He reports a wonderful time and looks well.

Conductor J. M. Hunsaker is back on the job after being on the sick list for several days.

Conductor G. B. Capps, who is also Extra Register Clerk, is reported on the sick list.

Last Monday Conductor C. H. Thompson reported for duty after being confined to his home for several days nursing bruises and sprains sustained when he fell down a flight of steps at his home. He says according to the number of bumps he received there must be at least seventy-five steps in the stairway that he had never known about.

Motorman John Henschall, who has been nursing a cold in the head for a week, has returned to his duties and is feeling fine.

Bad tonsils caused Conductor L. C. Davidson to take a few days off to have them removed. At this writing he is in a hospital and expects to be all right in a few days. He says he does not mind the operation but is afraid his voice will be impaired.

Motorman J. A. Wigren has just returned from a week's vacation, a portion of which was spent at Catalina. He reports a wonderful time.

Former Conductor C. V. Barada of this Division paid us a visit one day last week and is looking the picture of health. It will be remembered that something like two years ago he left the service for a change of climate on account of his health. He has a good position out near Death Valley and is improving rapidly.

Conductor W. Watson while reported on the sick list is now on the road to recovery.

Illness has been keeping Conductor J. F. Strickfaden confined to his home for several days.

Conductor Line-Instructor H. H. Wulf is having quite a long siege of illness, having been confined to his home for several weeks.



## Division Two

H. F. NELSON

Conductor O. F. Lindop has been granted a sixty day leave of absence and is spending it at Childress, Texas, visiting relatives and friends.

Thinking a little exercise would do him good, Conductor L. H. Boyle is spending thirty days at his mining claim at Pima, Arizona, doing assessment work. L. H. says deer are plentiful there so we imagine he will drop the pick in favor of the rifle for a few days before he returns.

Conductor H. A. Chaudoir has graduated from the Model "T" Ford class and is sporting a new Hup sedan.

Conductor F. J. Nimz, who has been in the hospital for the past two months, is getting along as well as can be expected and wishes the boys to know how much he has appreciated their visits and he hopes they will continue to drop in.

Conductor J. H. McLeod is spending several weeks at home resting up for the Christmas rush.

Motormen T. J. Hall and G. Schultz are each taking a thirty day leave of absence for the purpose of taking a good rest.

Motorman E. L. Mason and Conductor J. D. Johns spent Sunday at the ranch of J. P. Miller at Lancaster, where they shot a few rabbits.

Motorman L. D. Lofton is back with us again after spending several months working in Texas and Kansas. He says it seems good to be back home again.

Motormen O. H. Stiebler, J. A. Potts and C. R. Johnston resigned during the past month.

Motorman E. T. Ellegood is spending several weeks at Gerber, California, attending to some business.



## Division Three

L. VOLNER

On the first of October, W. H. Meloy, F. Stauss, E. L. Burke, C. L. Westenberg, A. R. Peterson, E. E. Sooeey, J. Lewis, V. G. Barker, J. W. Dilley, M. M. Warren, T. Roche and E. W. Deane went on the last fishing party of the season to Redondo Beach. Mr. Meloy has gotten up to chaperon several of these parties this season and big catches were made and a grand time had on each occasion. Much of the pleasure of each outing is due to Harry Tuttle, Manager of the Car Barn Cafe, who, whether a member of the party or not, saw that the boys were all supplied with something good to eat. The boys are loud in their praise of Mr. Tuttle's generosity and want him to know that he will be a welcome member on next season's outings.

On Saturday, September 28th, Conductor Jarvis Phillips had been in California thirty years and to celebrate the anniversary he and his wife visited San Diego. Jarvis says he did not go to Tia Juana.

Conductor Clyde C. Coates has been off some time on the sick list, having been poisoned from eating canned salmon. He says he is now off the canned meats as the chitterling season is on and will make that delightful edible his menu in the future. Motormen E. C. Helbling and Frank Hart, the famous chitterling eaters of the "B" Line will have to look to their laurels, as they will have a real adversary in Conductor Coates.

Sunday, October 6th, Motorman H. O. Boutwell was the recipient of a beautifully frosted and decorated layer-cake bearing his name, occupation and cap number—all in vari-colored frosting, the occasion being his birthday. The cake and decorating were the work of the eleven year old daughter of Motorman W. L. Formby.

Switchman W. H. Meloy and wife have as their guests Mrs. Meloy's mother and other friends from Enterprise, Oregon.

The sad expression on the face of our good friend, Motorman J. Brannick, was caused by the removal of the family with whom he had lived during the past seven years to South Gate. There were some children in the family whom Mr. Brannick dearly loved, and he now spends his week-ends visiting in South Gate.

On Saturday, October the 12th Motorman William Pearson, sometimes known as "Hiking Mike", Conductors J. W. Allen and A. F. Eckenwiler went to Mike's new cabin on the north slope of Mt. Gleason, which is about seventy miles from the city. The trip was made in the Ford to within about five miles of the cabin and the rest of the distance covered on foot. A good many does were seen but the bucks, knowing the season was open, kept to the timber.

Register Clerk-Motorman Miller has blossomed out in a new money car.

Letters from Charles Freer from Clear Lake Highlands, where he and his wife

are seeking health, report both as improving. They are eating plenty of fish of all kinds and have already had a few ducks on the table.

Motorman W. J. Pollock has resigned to cater to the thirst of the citizens of Los Angeles by delivering Sparkletts water.

Conductor F. E. Sparks was in from his new location near Roscoe and says business is good and that it won't be long now until he has lots of laying hens.

Conductor J. H. Damaree has resigned and is going east to visit relatives.

Conductor I. D. Atkinson has returned from a vacation spent in Colorado.

Let's get more witnesses and have less accidents. It can be done!

If you saw 'em standin' in line at the L. A. Railway Restaurant during the p. m. period October 29th it did not mean anything else but the grand and glorious celebration of the 4th anniversary since Manager Harry Tuttle took charge of things at this popular place, where the wants of the inner man are supplied. Manager Tuttle has been busier than the proverbial "paper hanger" who had a bad case of hives during the past several weeks getting ready for the big doings. New dishes and silverware, newly painted walls, a new range and shining utensils in the kitchen, and the young ladies that serve the hungry ones were also included in the new color scheme and appeared in natty uniforms and headgear. Even Tuttle grew a cute little mustache in order to add luster to the occasion. Turkey and all the "fix-in's" at sixty cents per head was the crowning glory of the corpulent menu and trainmen and outside guests swarmed in for the annual feed of the year.

Manager Tuttle and his band of loyal workers are deserving of great credit for their efforts in creating a first-class cafe in this vicinity and we are sure of our ground when we prophesy that while Harry is at the helm things will move forward—and if bigger and better "eats" are to be had he will see that we get 'em.



## Division Four

C. J. KNITTLE

A day or two after the last Two Bells came out, Foreman B. B. Boyd and his gang of rod and gun artists returned from a trip to Mount Lassen. It was a very successful trip and plenty of venison was brought back. It is reported Conductor Duke Lowen is the only one of the gang who had trouble. The second or third night in camp the boys were sitting around the fire talking about snakes. Duke was obviously taken up with the conversation. Then the fellows decided to go to bed. Duke was very uneasy and a short time after retiring he thought he felt something under him move. "No, no," he thought, "it must be my nerves." Then it wiggled again. Duke was paralyzed but when it jumped off the bed he jumped too, and landed

on Jim Saunders' stomach. After a heart-rendering appeal, Jim got up with his flashlight and located the snake just before it jumped under Dusty Rhodes' covers. Dusty, it developed, had manufactured the reptile from a piece of heavy rope and controlled its actions with a piece of heavy twine.

The next evening at the campfire the subject was mice and rats. Duke was very attentive especially when they talked of the intelligent pack rat whose persistence would lead it to move mountains if it saw fit and had sufficient time. They also talked of the pack rat's more intelligent brother the trade rat, who would steal anything but would bring back some other article to replace it.

Strange as it may seem, Duke woke up the next morning to find his cap and shoes gone. Of course the best thing the gang could wish was that a trade rat had taken them. The report does not state which kind of a rat was convicted.

When the party finally decided it was time to hunt deer Duke was advised to stay on the highway while the rest went down in the woods or brush or whatever grows there. It was a lonesome position but right there Duke turned the tables. With the first volley of shots from the gang, two bucks and a doe dashed out of the woods and up the highway past Duke and he plastered the first buck with such a well-aimed shot the lower half of its neck was completely torn off. It was just like a good movie plot, folks—the star did not shine 'till the story's end.

Conductor Frank Reynolds has sold his home on West 12th Street and purchased a four-family flat on Catalina Street near Pico. Frank also bought a bungalow at 939 Brett Street near Messa Drive.

Motorman A. E. Temple took a three weeks' vacation recently and made his first trip to Catalina. Temple has lived in Los Angeles twenty-one years.

Safety Operator O. H. Bennett made an unexpected geographical survey of Vermont Avenue recently; he was pulling out to the south-end of the "G" Line and forgot to turn east on Vernon. The result was he had to go on to Slauson for a crossover. WOW!

Conductor W. O. Smith was granted a thirty day vacation starting October 26th.

Conductor H. J. Bland has been granted a six months' leave starting October 14th to try the police force.

Conductor W. W. Warren who has been spending four months leave at his cabin in the northern part of the State will be back November 15th.

Safety Operator J. A. Hunter spent the month of September on his ranch in Utah. The ranch is located a hundred and sixty miles from Salt Lake City. On the day he intended to leave for Los Angeles his little five year old daughter, Helen, was stricken with infantile paralysis. The attack came without the slightest warning and thirty-six hours later the child passed away. It was a terrible shock to Mr. Hunter and his family. Our heartfelt sympathy is extended to them.

Conductor R. F. Griffin took a ten day

rest starting October 28th.

Motorman J. D. Ledford took a seven day rest starting October 18th.

Did you ever notice the disappointed look on the faces of firemen when they rush to a fire and find it was just a false alarm? Here is another case of a false alarm given by a conscientious trainman who meant well enough but it had the same distracting effect: Supervisor Farr was standing at 12th and Main Streets October 23rd when a "B" Line motorman called him over and reported a span wire was down and hanging over an auto at 12th and Poloma. Farr called the Dispatcher and the "fast wagon" was sent up only to find that a line wagon was working on the job and had been there several minutes before the "B" car passed.

Motorman H. Rendell, who has been on leave for some time, has received an extension and will not be back until January 16th.

Clerk E. E. Roffee has traded in his old Oakland on a new one.



## Division Five

FRED MASON

We are all glad to see Conductor W. H. Moore back on the job again after being off sick for over three months.

After a wonderful three months vacation spent at Edmonton, Alberta, Canada, Conductor Frank Weir is in harness again and looking forward to the same trip next year.

Conductor J. R. Moore is off for thirty days to take care of some personal business.

Motorman A. C. Boysen is taking a trip to San Francisco on personal business and will be gone for thirty days.

Conductor R. D. Martin is a late vacationist and is taking thirty days off to play around here and there.

We are all glad to see Clerk "Baldy" DeMuth back on the job again after having been off for some time.

The Uniform Department is working overtime. Motorman Henry Mast has an order in for a uniform. They used to send back east for his pants but he's down to California size now. Anyway, Henry always gets two pair of pants for the price of one.

Whether it's baseball, fights, wrestling, football, or grand opera, Frank Adams never misses. He takes them all in. How he came to miss the Stanford—U. S. C. game though is a knockout. One of his regular passengers offered him a ticket to the game and a round trip ticket. He refused because the ticket called for a seat on the 40 yard line, whereas he wanted to sit behind the goal posts. Now you tell one.

Night Switchman Ed Kasal is back from his trip to Houston, Texas, and is very appreciative of Los Angeles—much more so than when he left. He is quite adept at changing tires now and a wonder at picking out the shallowest spots at which to cross rivers. "Never again", says Ed.

Conductor Bill Langdon, crack shot of Division Five, is promoting a rabbit hunting trip. Bill just loves to shoot at rabbits. Whether he hits them or not doesn't matter. We'll see what he brings in.

Conductor Line-Instructor L. B. Blackmer, after a three weeks' hunting trip up north around Klamath Falls, is back on the job feeling fine.



**JACK BAILEY**

An extensive vacation trip up the Pacific Highway, through Grants Pass and back via the Redwood Highway—making stops at all scenic spots en route, was made this month by our genial Master Mechanic and Superintendent of Automotive Equipment, E. L. Stephens, and C. B. Lindsay, together with their families.

Mrs. N. Kearns, of the Master Mechanic's Office, returned from her vacation spent in San Francisco and vicinity.

The following are no longer with us: W. Smithen, Blacksmith; A. Fabregat, Truckman, and H. M. Benzel, Trimmer.

A card from George Cleland, Foreman of the Trimming Department, says he has found peace and quietude at Lake Elsinore and that when he comes back he will be fit for another year of hard work.

O. Percival Purcell, Trimmer par excellence, is leading the life of frivolous bachelor, his wife having gone on a trip back east.

Army Armstrong, of the Store Department, is an optimist—he bought two deer tags before leaving on his last deer hunt.

Tom Gray, Storekeeper, returned the 1st of October from his two weeks' vacation spent painting the house, garage and car, a trip through the 16th Street Garage, a short visit to the main building at 11th and Broadway, short trips to local beaches and small towns.

W. Wilson, of the Upholstering Department and his family spent a few days vacationing at Catalina Island recently. They chased goats and mermaids, Bill Senior being especially enthusiastic about the latter, but always under the vigilant eye of wife.

E. E. Wing, also of the Upholstering Department, has a new red nose acquired recently at Catalina. All we have been able to get out of him since his return is: the new Casino, bird park, glass bottom boats, fishing, speed boats, the St. Catherine and the Air Express. Probably trying to make use feel hurt.

George Redd, Foreman of the Sheet Metal Shop, was home for two weeks trying to rest while bathing the gold fish, mowing the lawn and painting the house.

We wish to present to you at this time a brand new member of our lineup, Mr. E. Watson, in the Mill.

We are sorry to report that W. L. Williams, Assistant Foreman of the Mill, answers on the sick list. We all look

forward to his speedy recovery and return.

C. Green, of the Winding Room, came "busting" out with a 1927 Essex "flapper chariot".

W. A. Smith, of the Winding Room, purchased a 1924 Maxwell. He has engaged R. Sloan to run along behind with a bucket.

Now that the World Series are over and vacation time is past, C. Canales can start paying his bets. So says Electrician Al Schoonover. Come, pay up, Mr. Canales.

L. A. Johnson and A. L. Dellinger, Carpenters, and Ed Brimm, Electrician, returned safe from a week-end duck hunting trip to Merced. They swam through mud, fought clouds of misquitos, shot a few ducks and managed to have a good time.

Carpenter A. M. Reid is back from his two weeks' vacation. He and the wife went back to their native State, Arizona.

G. Sundeen, Truckman, after returning from a few days leave of absence to entertain his sister here from the east, was forced to extend his leave on account of an attack of the flu.

Bill Thun, Truckman, has returned from his thirty day leave of absence. He spent most of the time making whoopee in Denver at the Spanish War Veterans' Convention.

M. Chavez, Truckman, came back hale and hearty after spending some days confined in his home, due to an auto accident.

Truckman F. Joyce the other day had a very tragic experience: It seems he had a tooth that was rather loose, whereupon he went to a dentist and the dentist is now making him a full set of teeth.

Welcome J. E. Burke, a new recruit for the Blacksmith Shop.

J. Bladel, Blacksmith, is now the proud father of a new Oakland. Eighteen more payments.

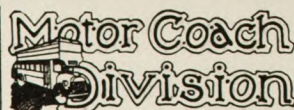
What do we know about heat when F. A. Frazier, Clerk in the Machine Shop, reports that it was 120 in the shade at Yuma last week-end. Rather a long drive for the girl friend, Frazier.

A. Anderson, of the Machine Shop, is confined in the General Hospital and would appreciate seeing some of his old friends.

S. C. Kriewald, Machinist, is spending two weeks of leisure somewhere in the vicinity of Banning. Fishing and duck hunting were his plans when he started out. It is hard to keep up with this boy Sherman.

The sympathy of many friends in the organization is extended to Assistant Foreman B. E. Timbs, upon the death of his mother, who passed away October 8th.

Who says Romance is dead? One would look long indeed to find among the legendary Lochinvars more thrilling stories of amorous tales than are hidden in our recent wedding announcements. We extend our most hearty congratulations to H. West of the Garage and S. H. K. Conacher of Division Two Mechanical.



**J. H. MCCORNACK**

C. W. Davis, who has been with us five and one-half years, now leaves the service to go into the radio business.

R. B. Dwyer has left us after two years of service to go with the Lang Transportation Company of Long Beach.

J. C. Myers, also a man of two years service, has affiliated with Pickwick Stage Lines.

F. G. Ballenger has been granted a leave of absence and is going to Nogales for the drive and a visit.

J. L. Wismer has been granted a sixty day leave. He is driving east as far as Omaha, also to Hickman, Nebraska, to visit his mother.

"Pop" Ellis is on a thirty day leave. He told us he was going deer hunting.

L. H. Nelson now leaves the service to enter the "hot dog" business.

S. N. Cookston is the man you see running around under the ten-gallon hat since returning from a vacation in the mountains near Bishop.

R. Fewell is off work, having been painfully burned by a radiator cap blowing off. He was going to take a look at the water when it all happened—in trying to get away he caught his foot in the front bumper which brought him to the pavement on his left side. Caught in this fashion he received the full benefit of the scalding shower. We sincerely hope that no complications arise and that he can be back with us soon.

R. L. Smith has left the service. A vacation is first on his program and then he is going to help his father in the tile setting business.

C. F. Smith has resigned to take a position with the Union Pacific.

V. G. Smith, our Clerk, has just returned from a ten day vacation trip including San Francisco and points north. He came back looking and feeling fine.

A certain cop at Seventh and Figueroa received a call to look out for three filling station bandits. He no sooner left the phone than the three men described drove by. Jumping on the running board with drawn gun he stopped them. Operators C. L. Eppler and E. W. Ecoff were standing nearby so the cop deputized them to do the "shaking down." Eppler hesitatingly complied. Then the cop handed him his gun to hold them until he phoned in. Eppler replied that he could talk on the phone as well as he but Mr. Cop didn't see it that way. While "John Law" was away phoning one of the men refused to keep his hands up but Eppler stoutly maintained that if he didn't he would plug him. A little quiver in his voice caused the bandit to suspicion that he didn't mean what he said. The cop returned just in time to save a very strained situation, so Eppler's heart is beating normally again and perhaps his hair will not turn white, after all.

William Wilson's Oakland outruns all Fords—but one, we hear, succeeded in hitting him in the rear.

I. E. Church of the Machine Room and our young man-about-town went deer hunting for almost a day. The fellow with him shot at a deer.

We extend our sympathy to Miss Pearl Hizer, our Telephone Operator, who suffered a collapse last Monday on her way from work. Her doctor has ordered a two weeks rest. Mrs. Irline Davison is taking Miss Hizer's place as relief operator.

Neal Mathies and Glen Cutlip are new men on the third shift.

Walt Dewhirst is gathering his walnuts. He had a good crop but the squirrels beat him to a lot of them.

Earl Hansen has returned from a two weeks vacation and hunting trip around Bishop. He says all of the fish, deer, ducks, doves and quail left just before he got there. Somebody said that his Chrysler made too much noise.

George Baker is reported quite busy. He owns a vacant lot on which the kids of the neighborhood insist on building an apartment house out of soap boxes but the neighbors have informed him that it is a restricted district.

E. S. Dick went to Van Nuys to pick figs and was received cordially by the bees, which accounts for the pet bumps.

Jimmie Summers lost an argument with a Chevrolet last Thursday and smashed his Hup so he had to take two days off to fix it up. We understand that he is still loser in the argument with the driver.

We can't understand why Claude Simmons should be so burnt up just because somebody accidentally spilled Form-A-Gasket in his tool box. It must be real handy to reach in a tool box and bring out just the tool you want the first grab. The fact that they all come out together shouldn't make so much difference.

Our Superintendent, C. B. Lindsey, made all of us envious by taking a beautiful two thousand mile vacation trip with his family to San Francisco, the Redwoods, and Grant's Pass, returning via the Skyline Highway.

R. B. Trumbo of the second shift is on a vacation and is visiting in Kentucky.

The entire Garage personnel extend their sympathy to Scotty Crawford, who is absent on account of the death of his father.

Everything is working smoothly at the gas station now since things have been well oiled.

R. M. Glassburn, welder of the first shift, left Monday for a ten day vacation.

Famous last words—"How will you trade contracts, George?"



H. K. CONACHER

#### Division One

Introducing J. J. Phillips and W. H. Moore, the two latest additions to our force. Glad to have you with us, boys.

G. C. Monaghan has returned from his vacation and from all reports George is some fisherman.

E. F. Bond and his gang of duck hunters have returned from their trip north, where they report ducks to be very scarce.

C. C. Carlile also tried his hand at duck hunting down at Salton Sea. Carl bagged a few but due to the extreme warm weather was unable to get very far with them, which was kind of tough on the rest of us, as we all had the ovens warmed up.

T. T. Clark, second Groupman has been transferred to Division Three, replacing H. Earl, Assistant Foreman, who has resigned. Good luck, Ted.

#### Division Two

"Babe" Brown says he owes his ability to fall off a moving car, without injury to himself, to his early training on some of those New Mexico burros.

One reason for that broad smile on the face of Ben Kutsunai is the fact that he held a winning number in a drawing for an overstuffed parlor set. Who wouldn't smile?

L. Rasky is at present at home nursing a broken thumb but expects to be back on the job in a very short time.

Fred Parker, Division Painter, and his wife spent a two day vacation visiting the County Fair and various points of interest in and near Riverside.

V. R. Bell reports a delightful trip last Sunday to Camp Baldy in his "Chevy" coupe.

H. Hunt spent last Sunday hunting rabbits on his uncle's ranch near Yucaipal. Results: no rabbits but a very good time.

J. Scottle and family enjoyed a trip to Ventura recently, making the out-trip via the new Roosevelt Highway and the in-trip via Saugus and San Fernando. Jack says the new Oldsmobile is some buggy.

J. Griffith and E. Tuppen are each proudly boasting of the merits of their new Philco radios.

E. M. Lane says the surest and cheapest way to do business with a traffic officer is to take all and say nothing. A dollar a word is pretty expensive talk, isn't it Gene?

#### Division Three

Introducing G. L. King, L. T. Dunn and R. Wyatt, new employes at this division. Glad to have you with us boys.

J. Graham, formerly of Division Five, has been transferred to this division as a regular man.

P. D. Bachant, Division Painter, is back on the job after a month on sick leave. Glad to see you back, Pete.

G. B. Magin and family spent the weekend at Catalina Island, where they had a very enjoyable time.

C. Walters, Storekeeper, has purchased a new radio. Well, Charley, between the radio and your new baby you ought to spend quite a few happy evenings at home.

Anyone who has a good second-hand bicycle for sale, kindly get in touch with S. Tucker or W. Wickwar. You fellows don't have to get out and get under one of those.

#### Division Four

Introducing R. Litz, J. B. Campbell and B. Birdwell, new men at this Division. Welcome to "our gang", boys.

J. Alverson has just returned from a trip to Portland, Oregon. Is there any truth in the rumor that you had to walk back, Jim?

R. J. McEntyre, Night Foreman, is spending his vacation out on the desert hunting rabbits.

C. Parker has purchased a new seven-tube radio set, with which he expects to enjoy some mighty fine entertainment.

Chas. Lafin, Storekeeper, has traded his old "Lizzie" in on an Essex.

#### Division Five

T. Cosgrove has returned from his vacation which was spent deer hunting somewhere north of Fresno. Tom says that the next time he goes he is going to take a compass with him so he won't have to stay out in the woods all night.

N. Land is back on the job after a three weeks trip to Morgan Hill and San Francisco.

H. Clark is the proud owner of a new "Music Box" radio. We knew that the "bug" would get you sooner or later, Homer.



H. I. SCHAUBERT

The Track Department parade of new automobiles still continues with Louie Schmidt now at the head of the line with a fancy Graham-Paige. Charlie Plume is very envious of Louie's position and promises to bump him with a new Packard as soon as the present depression in the stock market is over.

Jack Zuber, after many disappointing trips for free deer in California, opened negotiations with the Arizona authorities and has purchased a buck and a doe from them, to be delivered upon his arrival at the Kaibab Forest. We all wish you success in your new venture, Jack, because we all know you are generous.

Sorry to report Dan Adams on the sick list, but hope to report his recovery soon.

Cal Simmons, proud possessor of the one and only Mitchell touring car, received quite a jolt to his pride the other morning, when, with a full complement of passengers headed for the Yard, he was forced to push the trusty old Mitchell over to the curb.

Reports from the hospital where Dick Weston has been confined for the past several weeks, are that he will soon be with us again. We hope they did not operate on your appetite, Dick—we surely missed you at the barbeque.

Jimmy Taller, Compressor Foreman, is seriously ill with stomach trouble. The doctor has prescribed absolute bed rest for a period of from two to six weeks. No one is particularly anxious to have Jimmy's ailment, but we know a lot of people who would be only too glad to take care of the prescription.