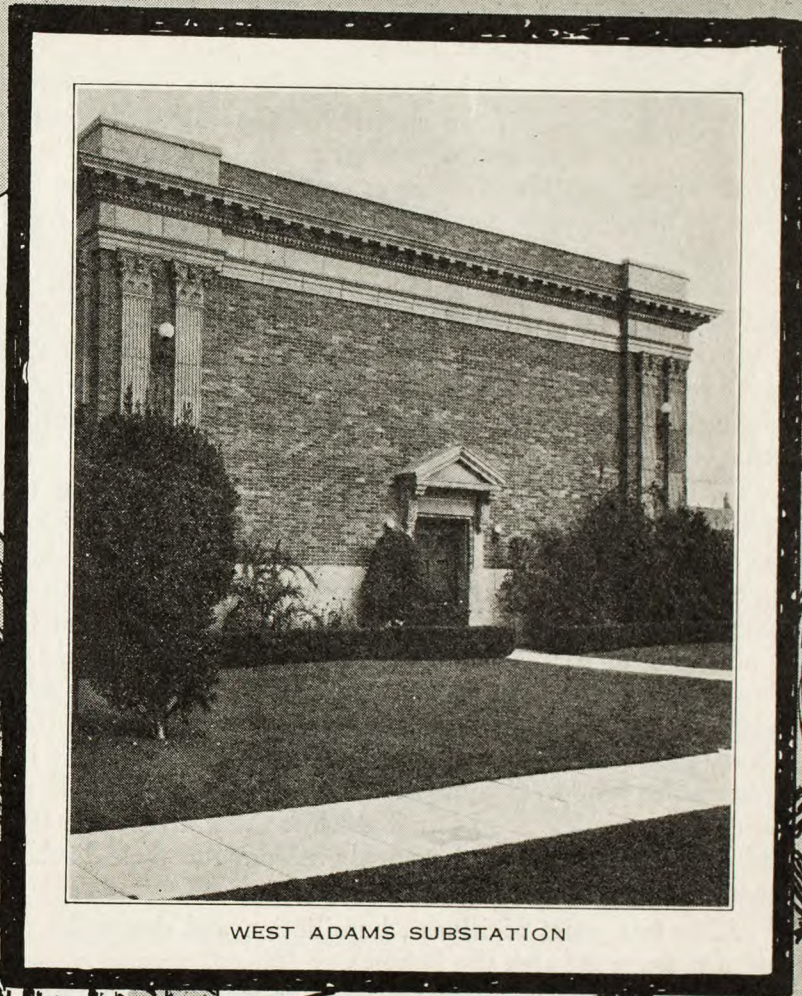


# TWO BELLS



WEST ADAMS SUBSTATION



## The Great Discovery



CHRISTOPHER COLUMBUS, son of a poor weaver, first saw light in Genoa, Italy, but the date and year has never been definitely established by historians. Also the details of his early life are confused and unsatisfactory. The nearest estimate of the year of his birth is given as 1451.

As a young man he was deeply interested in navigation. In 1477 he married Felipa Moniz Perestrello, a daughter of a distinguished navigator who had founded a colony in Porto Santo, an island belonging to the Madeira group, and had left many charts and nautical instruments. Columbus made valuable use of these materials and became more and more convinced that there was land to be discovered on the other side of the globe.

To everyone who has studied American history, the ill success of his endeavors to interest John II of Portugal and Henry VII of England in his enterprise, is well known. It actually took him eight years of struggle to surmount ignorance and malice of others before Queen Isabella of Spain consented to present him with three small vessels for his venture—the *Pinta*, the *Nina* and the *Santa Maria*, and a total crew of 120 men.

On Friday, August 3, 1492, Columbus set sail from the port of Palos, Spain, eighteen years after he had first conceived the idea of his enterprise. When twenty-one days of sailing had elapsed without the sight of any land, and with much suffering aboard the small crafts, the courage of his men began to sink. As time went on some of them even proposed to throw him overboard, and Columbus had to exert all of his power of persuasion to quell the mutiny. On the night of October 11th Columbus himself descried a light which sometimes flickered in the distance and sometimes disappeared, and at two o'clock on the morning of October 12th, a cannon shot from the *Pinta* announced that a sailor had sighted land. It was the island of Guanahani of the West Indies group. Columbus, on landing, threw himself upon his knees and kissed the earth, returning thanks to God while the natives collected around him in silent astonishment and his men, thoroughly ashamed of their disobedience and distrust, threw themselves at his feet, begging his forgiveness.

After two years of illness, humiliation and despondency caused by his failure to find a passage through the Isthmus of Darien, several years later, Columbus died at Valladolid, Spain, on May 20, 1506. According to his will his remains were taken to the city of San Domingo and in January, 1796, they were removed with great pomp and ceremony to the cathedral of Havana, Cuba. In 1898 his remains were again removed to Spain.

In Genoa, Italy, his birthplace is now revered as a shrine and monument to a man of great and inventive genius, of lofty and noble ambition and a great discoverer.

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He may have a greasy hand and the seat of his pants may be shiny, but if his children have their noses pressed against the window pane a half-hour before he is due for supper, you can trust him with anything you have.—*Selected.*

# Two Bells

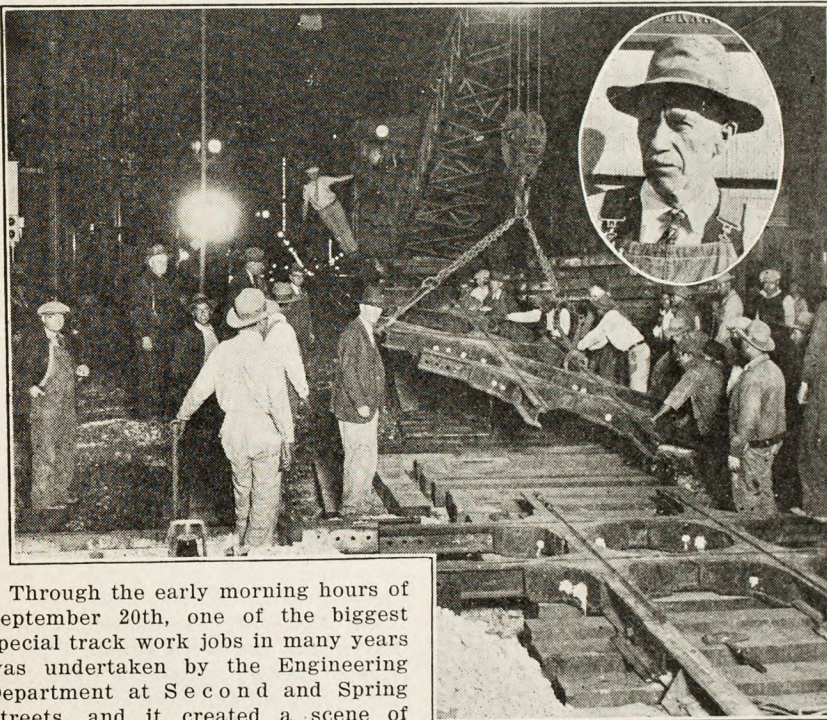
A Herald of good Cheer and Cooperation.

Published Monthly by and for Employees of the Los Angeles Railway

JANET CONVERSE - - - - -  
W. T. SHELFORD - - - - -

Publicity Manager  
Editor

## “After Dark” or “While the City Sleeps”



Through the early morning hours of September 20th, one of the biggest special track work jobs in many years was undertaken by the Engineering Department at Second and Spring Streets, and it created a scene of much activity at that intersection.

The photo shows the 30-ton crane placing one of the big units in position.

Due to the widening of the center between rails on Second Street from ten feet six inches to eleven feet, it was necessary to remove the entire track arrangement and replace the old with the new work on the same night. This necessitated the removal of two double track turnouts, an equilateral turnout and one four unit crossing.

Approximately 100 different pieces of special work such as switches, mates and frogs were required for this job but these pieces were constructed in as many large units as was possible for the 30-ton crane to handle at one time.

This emergency work was handled by some 80 men who were pressed

into service just before midnight, and who worked right through until street cars could be operated over the newly constructed work next morning without interruption to service or tie-up of traffic. Work trains were busy taking away the old material and bringing the new special work to the site. Two derricks, two trucks and two oxy-acetylene emergency cutters were also used. The new special work is of standard manganese hard center type with 132-pound guard rail.

The gentleman in the oval insert is Pat Jinks, Foreman, who shoulders the responsibility of seeing that the special work is laid according to Hoyle.

As his first name is Patrick, it is only proper that he should have been born in Ireland. He heard the call of the fabled West and left the “ould

sod” way back in 1892. He came to the Coast and worked for the Southern Pacific for ten years and on March 3, 1903, he entered the services of the Los Angeles Railway. With the ten years’ experience on the steam road and over twenty-six years experience with our Company he has gained a thorough knowledge of all requirements of track work, and special work at intersections is his specialty. Ask anyone in the Engineering Department—they’ll tell you.

## Elaborate Plans for Legion Dance

Sunrise Post No. 357 of the American Legion is making elaborate preparations for the Armistice Day dance to be held in the Odd Fellows Hall, Whittier Boulevard and Esperanza, at 8:30 p. m.

An eight piece orchestra has been engaged for the merrymakers to dance to and paper balloons and caps will add festivity to the occasion.

Everyone will receive a ticket at the door and the lucky one will receive first prize, a twenty-five dollar occasional chair. A waltz prize is also to be offered.

L. F. Price, Chairman of the entertainment committee assures us it will be a great night and it is hoped, inasmuch as over two-thirds of the members of Sunrise Post are Los Angeles Railway trainmen, that a majority of the men and their families will turn out and make this a real railway party.

Between midnight and one a. m. war-time dance hits will be the feature and judging from all the plans they are going to make “plenty whoopee.”

Supervisor Gilmore, Commander of the Post, and many others have been hard at work to make this dance something to be remembered.

Tickets are \$1.00 per couple and can be procured from Supervisor Gilmore, L. F. Price or any other member of the Post at Division One.

# Four takes Witness Lead from Three

Division Three did not have a chance to bask in the spotlight for long in the witness-getting competition. Division Four has regained first position with a better figure and the boys of Division Three were forced to take second place. Their average, however, was better than that of August.

Division Two came out of the cellar—evidently they did not like Division One's company, although the latter climbed up a notch, themselves.

Division Five was the only Division to make a poorer showing, dropping somewhat below their August figure.

The following is a comparison of relative standings for the months of August and September:

	August	September
Div. 3	6.33	Div. 4 6.97
Div. 4	6.30	Div. 3 6.60
Div. 5	5.60	Div. 5 5.30
Div. 2	4.69	Div. 2 5.02
Div. 1	4.69	Div. 1 4.85

The total average for all Divisions for September was 5.69, a slight increase over August's average of 5.48.

## As Good As New

A large manufacturing concern in the East recently equipped their salesmen's assembly room with mirrors bearing the inscription: "Before you go out to tell people you represent this firm, look yourself over and see whether you do or not."

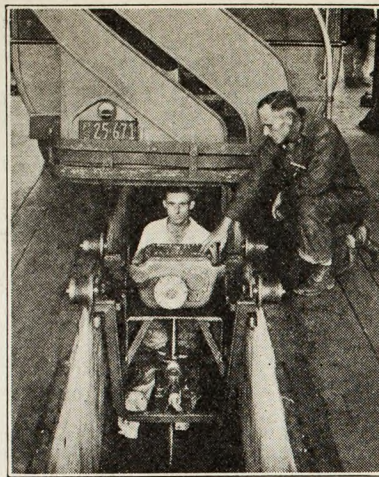
True representation of a firm is just as essential whether you are selling collar buttons or street car rides, and your personal appearance has a great bearing on what the traveling public think of you as a representative.

It is a common expression to hear someone say "Isn't he a neat man," and whenever this expression is made there must be some justification for it. Any trainman can have that said of him if he cares to and the Uniform Department is willing at all times to help him keep his uniform cleaned and pressed at a very small cost.

This is not an advertisement—it is straight talk to the fellow who really wants to save himself the expense of buying a new uniform when the old one with proper care can be put to further use and actually save him money in the long run.

## Big Time Planned

On Sunday, October 13th, employes of the Track Department and their families are holding a barbeque in Sycamore Grove. The big time is scheduled to commence at 1:30 p.m.



M. L. Gentry in pit and J. H. Covington on floor, about to replace transmission of one of double deck coaches.

The pit jack shown in the accompanying photograph was designed by the Engineering Department and fabricated at South Park Shops for special use in removing and replacing transmissions and differentials of our motor coaches.

Prior to its use it required four men to remove the heavy transmissions of the coaches, whereas, now one man can do the work.

The jack consists of a structural steel frame, supported by four five-inch rollers equipped with roller bearings, thus making it a simple matter for it to be moved from one part of the pit to another.

A twelve-inch hand crank, which drives bevel gears, operates a one and three-quarter inch elevating screw attached to a platform. The total lift is twenty-six and one-half inches.

In addition, there are four small side rollers which prevent the jack from side swiping or binding in the pit.

This jack can be easily removed from the pit by the crane when no longer needed.

## Complaints on Decline Bouquets Revive

The complaints are slipping all right, having fallen off five during the month of September, which brings the number down to 170 as against 175 for August.

Fare and Transfer Trouble decreased from 49 in August to 48 in September; Starting Too Soon from 18 to 16; Carrying Passengers Past Stop from 20 to 10; Miscellaneous from 28 to 26; Discourtesy 40, same as August; Dangerous Operation 0.

Passing Up Passengers increased from 8 to 13 and Short Change in-

creased from 12 to 17.

### Commendations Increase

Commendations seem to be about as erratic as the stock market. There were 17 sent in for the month of August and 44 for September. We are wondering if the "unusual" rain we had a short time back is responsible for our bumper crop of bouquets.

## Hard Luck Bogy Tags Larys in Semi-Finals

During September, the closing month of baseball for the Larys, some mighty fine ball playing was witnessed by fans who turned out to see the games.

Although Manager Tex Bourland's aggregation was defeated in the four games played during last month, the scores indicate that not one of the games was allowed to be one-sided. Each contest was a battle with the boys up on their toes, playing a different brand of baseball than that played in the opening month of the league.

In the tilt on Saturday, September 7th, between the Larys and Goodrich Rubber, the latter won with an 8 to 3 victory. This game was played on the Goodrich grounds.

On the return visit to Vernon Yard, Saturday, September 14th, the Goodrich team defeated the Larys 7 to 6. This game looked very much like a victory for the Larys. The Token Takers scored two runs in the last half of the eighth inning with a third man crossing the home plate. However a dispute arose over a put-out and this prevented a tie score. Although the Larys held down the Goodrich team in the ninth frame to a hitless inning, they were unable to score themselves in the last half.

On Saturday, September 21st, the Larys met and were defeated by the Hobbs Battery team—10 to 2. This game had all the earmarks of a big leaguer but a bad break in the ninth inning ended disastrously for our boys.

The final game of the series held at Vernon Yard, Saturday, September 28, between the Larys and the Frisco Wildcats ended with a score of 8 to 5 in favor of the Wildcats. The Larys pulled away from a six to one run lead of the Cats in the third frame and piled up four more runs, but the Kitty Cats managed to keep a three run lead at the final inning.

Manager Bourland and each member of the team wishes to express to the management of the Company their profound thanks for the financial support given the team during the past season and are hopeful that when next spring comes around they may be able to make a more creditable showing in a league that has a better standing in local baseball.

## Try It — It's Fun

Are you an analytical anagrammist? Maybe your horoscope does or does not say so and anyway what of it?

Well, anagrams are lots of fun for young and old alike and somewhat of a departure from the crossword puzzle. We are giving ten anagrams below and for those who may not be familiar with the procedure of working them out, here is an example:

Answer

South African country (four letters) Peru  
Unadulterated pure

As is seen in the answer, the four letters in the second word are the same as those in the first. In some instances the second anagram may give you the key word in order to work out the first one.

The answer is given to the first anagram below in order to get you started. Try them and see how many you get right. The answers will appear in the next issue of Two Bells:

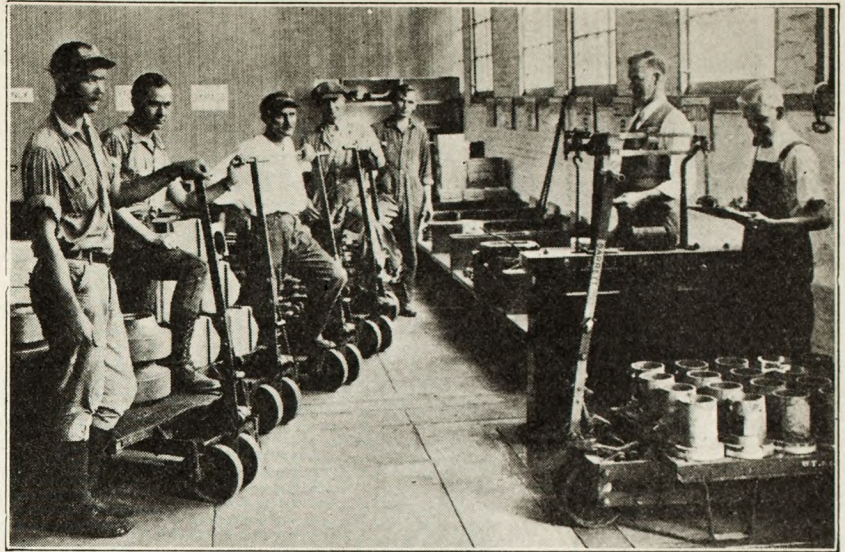
- |   |        |
|---|--------|
| 1. Italian city (six letters)               | Answer |
| Parts of a door                             | Naples |
| 2. African farmer (four letters)            | Panels |
| Drill a hole                                | .....  |
| 3. Fastened with thread (five letters)      | .....  |
| Farms of wild vegetable growth              | .....  |
| 4. Great mountain chain (five letters)      | .....  |
| Inhabitants of a European country           | .....  |
| 5. A small city of Illinois (four letters)  | .....  |
| A small city of California                  | .....  |
| 6. Black (five letters)                     | .....  |
| Bundles                                     | .....  |
| 7. Body of water (five letters)             | .....  |
| Small water craft                           | .....  |
| 8. Inter (four letters)                     | .....  |
| Precious stone                              | .....  |
| 9. Self-satisfied (four letters)            | .....  |
| Drinking cups                               | .....  |
| 10. Sound, established, firm (five letters) | .....  |
| Most capable                                | .....  |

All right, fellows, let's go. There are more to follow!



Happy days! These young ones who are enjoying themselves at the beach are Natalie and Jack Ray, children of Conductor J. S. Ennis of Division Five.

## South Park's Scootin' Skidders



No, indeed! This is NOT the line-up for the main scooter event! It is merely a corner view of the Main Storeroom at South Park Shops, and the fellows are lined up ready to make deliveries of armature, axle and journal bearings to various departments in the Shops.

Ben Bradfield, General Foreman of Stores, second man from the right, is chief of the gang. The delivery men are, left to right: Carl Thun, E. L. Scholes, O. P. Armstrong, Charles Brodby and H. D. Beebe. F. L. Randolph, Receiving Clerk, is shown at extreme right.

The skids or small platforms seen in the accompanying photograph can be easily transported wherever desired, and are equipped with metal supports so that the jacks may be lowered and removed for further use.

Under the old system bearings were loaded on a platform mounted on car wheels and transported over tracks from one department to another. This required handling material seventeen times. From January 1st to May 15th, inclusive, of this year, 4,217 bearings were handled. At the rate of seventeen times each this represents 70,689 bearings — a total of 901,833 pounds, or approximately 22 minimum carloads.

With the new system in effect it is only necessary to handle the bearings five times, with the result that shop production has been greatly increased.

Additional facilities included with the lift jacks are two floor scales. The one shown in the photograph is in the Main Storeroom, where bearings are weighed prior to their departure for the Babbit Department. The second scale is in the latter department, where the bearings are weighed after

the babbit has been poured.

An asphalt runway has been constructed, 4 feet wide and 175 feet long, extending from the south to the north transfer tables to facilitate the movement of the lift jacks.

The new system also does away with the necessity of some 250 daily trips by shopmen to the storeroom for supplies.

## Square and Compass Activities

Entertainment will predominate at the next stated meeting of the Square and Compass Club after a short business session in the Masonic Temple, Pico and Figueroa Streets, Saturday, October 19th, according to advance notice received from Recording Secretary D. H. Johnston, and, of course, refreshments will be another feature.

On September 12th, a large number of Club members witnessed the conferring of the Master Mason Degree by the Degree Team on C. J. Bulkley of Division One and W. J. Born, Head Timekeeper, Auditing Department, in Henry S. Orme Lodge.

At South Park Lodge on September 24th, club members and their families witnessed the exemplification of the degree work of Bethel No. 36, Order of Job's Daughters. P. T. Klingel-smith, Junior Past President of the Square and Compass Club, is Associate Guardian of this Bethel.

Members are requested to make a note of the fact that the address of Julius Blum, Financial Secretary, is now Room 321 L. A. Railway Building. Mr. Blum is with the Valuation Department and this department has moved from the fourth to the third floor of the building.

# Gallagher Spared in Sea Tragedy

J. J. (Jimmy) Gallagher, our Information Man at Seventh and Broadway, little dreamed, as he attended the convention that "went so smoothly it wasn't like an Irish meetin' at all," that before reaching home he would miraculously escape drowning in the worst maritime catastrophe the Pacific Coast has known for twenty-six years, the collision between the S. S. San Juan and S. C. Dodd.

Mr. Gallagher left Los Angeles on August 22nd to attend the Convention of the Ancient Order of Hibernians in San Francisco. He chose the San Juan because it was one of the slowest steamers and he wanted to be on the ocean as long as possible.

On its return trip the San Juan left San Francisco on August 30th at 5:50 p. m., in a heavy fog. As he had been up late every night of the convention Gallagher retired at 7:30, shortly after eating his dinner and soon dropped off to sleep.

Just before midnight he was awakened by a terrific crash, mingled with the frightened cries and screams of the passengers and crew—then a horrible crunching and scraping as the two vessels pulled apart.

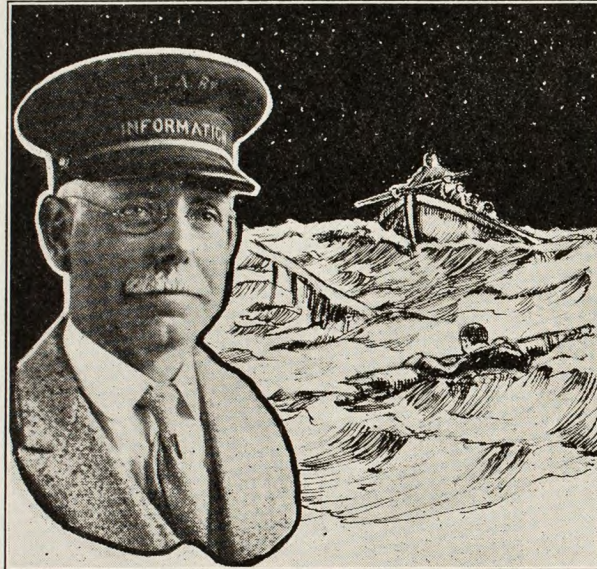
The lights went out soon after the crash and this added to the general confusion and terror. Not knowing just what had happened to the ship, Gallagher jumped out of bed and called to the man sharing his stateroom that he thought the boat was sinking. Although he knew something had happened to the ship he said he felt quite calm and while hastily pulling on his clothes was planning on his course of action.

He groped for the door and looked out on the deck, where he saw the Captain on the bridge directing the lowering of a life boat and the crew struggling to get it safely away. But the suction created by the rapid sinking of the vessel was so great that the life boat was drawn down into the angry, swirling waters.

Gallagher remembers having noticed that the rail of the San Juan was below water and just at this moment a huge wall of water closed in over the deck, throwing him violently to the floor of his cabin and against his bed. As he was struggling to pull himself up to his feet part of the roof of the cabin caved in and he was struck on the head by the wreckage.

Again summoning all his strength he attempted to gain his feet, only to be struck down a second time, then darkness closed in over him, for his head wounds had made him unconscious. He remembers no more until he came to, and to his surprise he was out in the ocean clinging to a piece of the wreckage. How he got there he will never know. Only the instinct to survive had saved him.

Gallagher looked up at the sky and the stars were shining overhead. The ship was gone and there were only the cries for help from four or five others struggling about him in the water to indicate that there had been



a wreck. One by one these cries were silenced until only himself and one other person remained afloat; a young woman from Mexico, who was on her way to Los with her brother. Aside from her frantic screams all seemed peaceful on the water.

Gallagher began wondering how long it would be before help arrived, where they were, and how much longer he would be able to hold up; then he saw a steamer. It was the S. S. Munami which was only three miles distant at the time of the collision between the Dodd and San Juan. A life boat was quickly lowered and though it passed within fifty feet of where Gallagher was clinging to his piece of wreckage he kept silent, hoping that the woman would be picked up first.

A second life boat came up behind him and the men called to him to take hold of an oar until they could lift him into the boat. Members of the crew told him afterwards that had they arrived a few minutes later he would have been gone.

He was paced on board the Munami and given first aid treatment and some of the crew took kerosene and at-

tempted to remove from his face the slimy black oil the San Juan had left floating on the water. He had swallowed considerable of this oil as well and this added to his misery. He was wrapped in blankets and canvas and put over the ventilators of the engine room to keep him from chilling.

One of the crew, a young chap of about eighteen, told him that his face looked very familiar. Gallagher asked him if he had ever been at Seventh and Broadway in Los Angeles and the young man immediately remembered him. He took Gallagher to his own cabin and there he was rubbed and given dry clothes and something hot to drink.

Perhaps one of the most vivid memories Gallagher will carry of the disaster will be the gentleness and kindness of the men who looked after him, first on the S. S. Munami and later on the U. S. cutter Shawnee, to which he was transferred. The Munami stood by vainly seeking other survivors but so far as he knows the Mexican woman was the only other person picked up by the Munami. He has never again seen the man who shared his stateroom and knows nothing of him beyond the fact that he was from Fresno.

Everything possible was done for him on both the Munami and the Shawnee. When asked if there was anything he wished done he requested that a message be sent to his wife informing her that he was safe.

The Shawnee put in at the San Francisco docks at 9:00 o'clock that morning and Gallagher was surprised at the size of the crowd waiting for news of the survivors and at the fact that many of these people seemed to know his name and where he was from. He was immediately placed in an ambulance and rushed to the Receiving Hospital where further first aid treatment was given. Then he was taken to St. Mary's Hospital where everything was done to make him comfortable and hasten his recovery.

Gallagher expressed his profound thanks to his many friends of the Los Angeles Railway who sent letters and telegrams to him congratulating him on his escape and recovery.

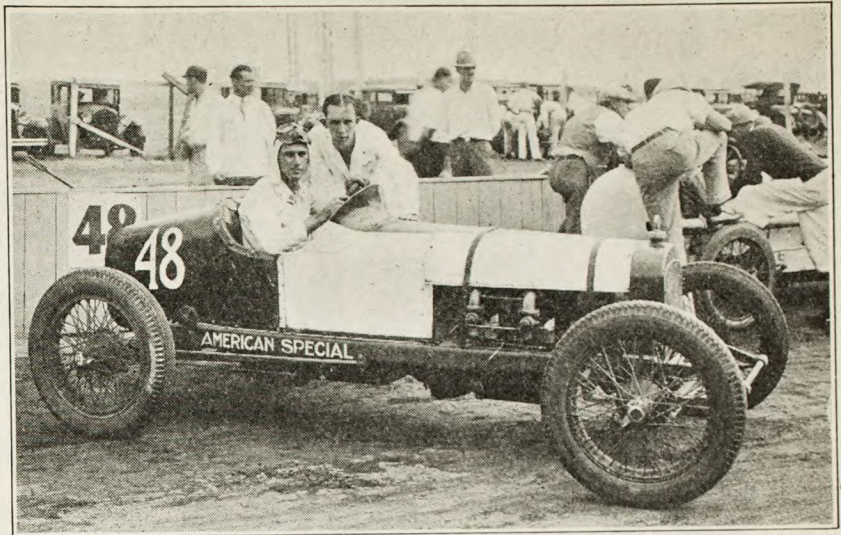
A mute and grim reminder of the tragic episode is Gallagher's watch. Its salt encrusted hands and rusted face bear evidence of the fatal crash. The hands were stopped at exactly 45 seconds past midnight.

Life is Time and Time is Life; why waste it?  
*William F. Beery.*

# Dirt Track Racer Thrills Audience

This castor oil burner is the property of Jack Savage of the Garage and has the reputation of being a pretty fast contender in the races at the American Legion Speedway. With Art Boyce, Chief Driver of the Los Angeles County Police Department, at the helm, No. 48 has chalked up two firsts, two seconds and three thirds to its credit. For the past eight weeks this chariot has been running eight out of a possible nine races, which is considered a remarkable performance. Boyce holds sixteenth place in the A.A.A. Championship standing out of fifty contestants.

At the time this photograph was taken, September 22nd, the biggest day for the Glendale Post of the American Legion since it has taken over the speedway, Art Boyce had the ill luck to blow a cylinder head in the qualifying event. Undaunted, the mechanics tore down the motor and put in a new cylinder head so that Boyce could enter the consolation race of 24 laps, but the new cylinder froze after a few laps and he finished the race trailing all the other machines.



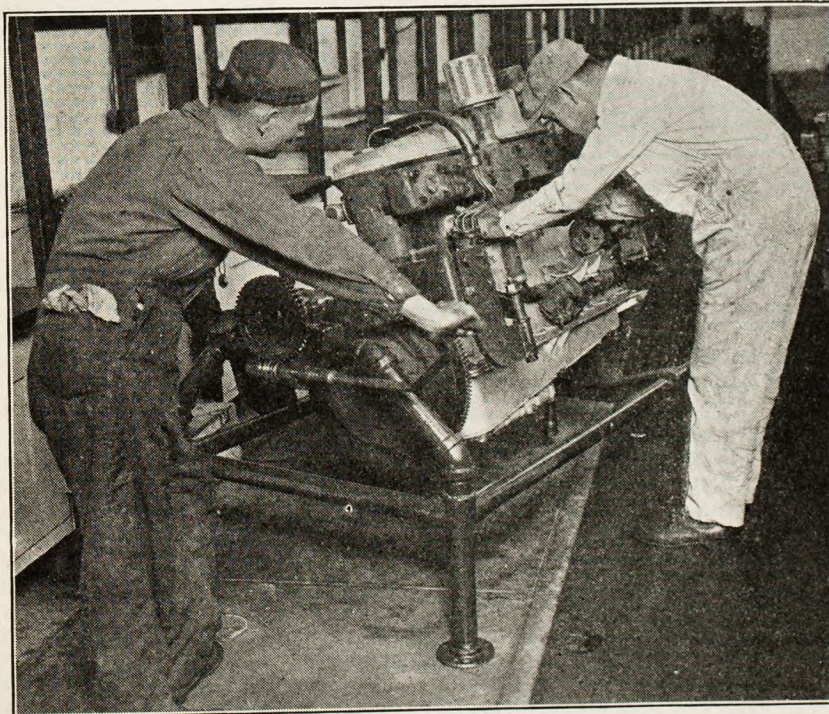
A real speed chariot of the dirt track. Jack Savage, owner, is standing and Art Boyce, driver, is at the wheel.

About two weeks prior to this big event, Boyce had the misfortune to lose a rear wheel in a thirty-lap event. It was during the second lap and he was in second position at the time, rounding a curve. His car crashed into the fence and tore down thirty-seven feet of it before coming to a stop. Luckily for Boyce, his safety belt prevented him from being thrown out. He was uninjured but the rear

axle of the car was badly smashed. The loose wheel finished the lap ahead of the first car. This was his first accident but he is still "raring to go."

This American Special is equipped with a Fronty head. The car has a displacement of 176 cubic inches and a speed of 111 miles per hour, official A.A.A. test, on a straight-away course.

## Motor Frame Solves Problem



"Just tilt her a little more and I'll get this 'doodad' tightened," says J. F. Keller as Wesley Noliff cranks the handle as only an ex-organ grinder can. The big Knight motors were hard to handle when out of the coach until the Engineering Department built this iron frame at the South Park Shops. Now with the use of the worm gear drive the motors can be tilted at any angle desired.

## "Look Pleasant, Please!"

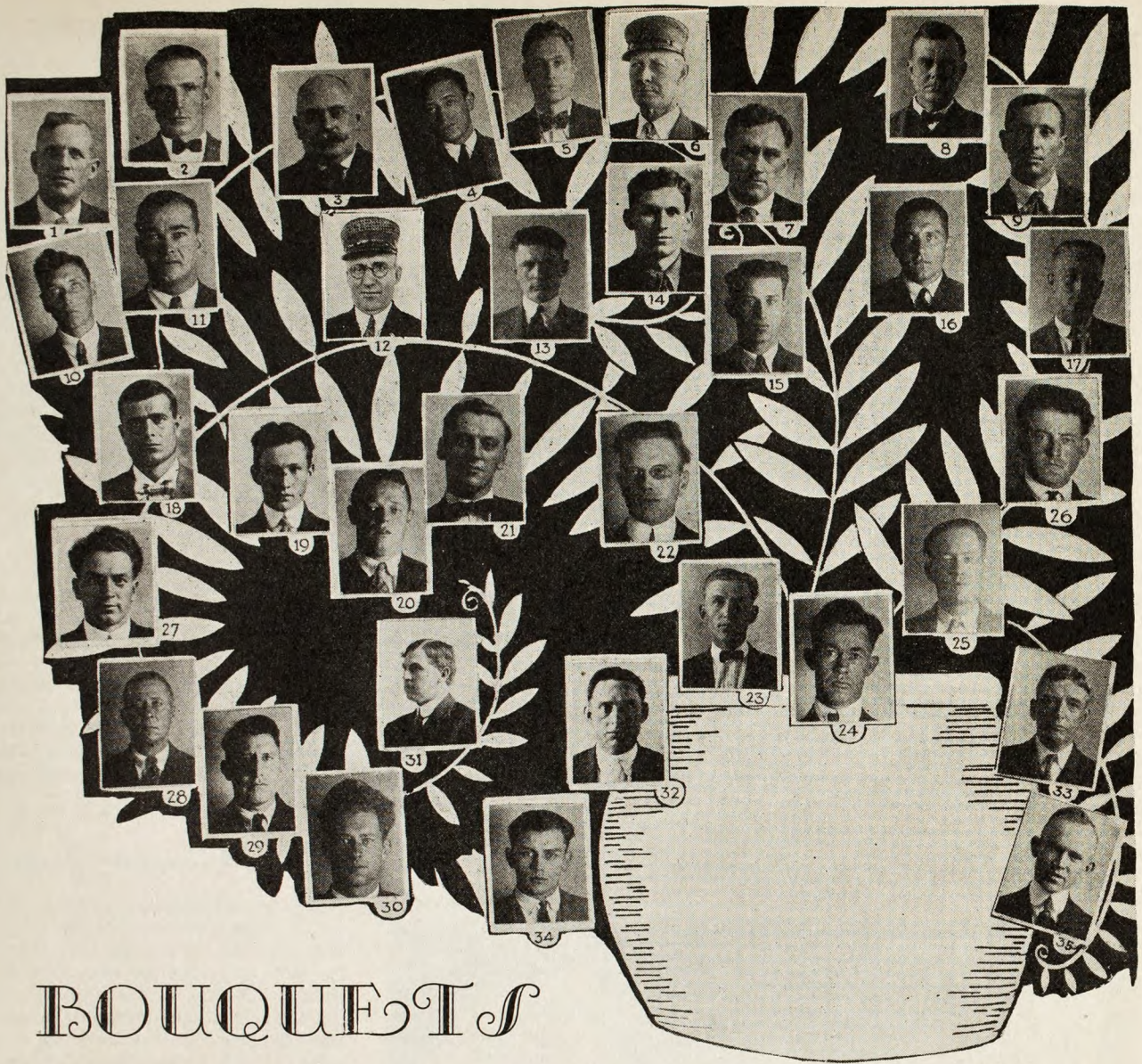
Painless photographs are now taken by the Employment Department while you wait and all new men are required to face the camera's eye with P. V. Mann officiating at the bulb.

Formerly all photographic work for this Department was done by a private concern at considerable expense. Under the new arrangement P. V. finds time to take photographs in addition to his other duties and has now become quite proficient in this work. A dark room has been installed where he does all the developing and printing of pictures. This new plan means a saving of hundreds of dollars annually.

## Solved

6+5 is 10+4 is  $13\frac{1}{2}+7$  is 18+8 is 24. This was written on a small piece of paper that was picked up by a supervisor. All of which means nothing to the ordinary layman but to the supervisor it signified that some motorman was solving the hidden mysteries of his scheduled running time.

Please notify immediately your department head when you change your address. This is important to you as well as to the Company.



# BOUQUETS

For (1) Motorman R. J. Orphan of Division One from R. Glazer for assisting a blind man off the car and over to the curb.

For (2) Conductor O. G. McKinzie of Division One from Mrs. Goldie Williams for helping a blind couple on to the car ahead when a car change was necessary.

For (3) Conductor A. B. Morse of Division One from Mrs. Mary H. Bulen for efficiency.

For (4) Conductor L. Zukoff of Division One from Jennie M. Hart for courtesy and for interest in his passengers' welfare.

Conductor Zukoff is also commended by C. H. Johnson for his kindness and for looking after the comfort of his passengers

For (5) Motorman F. T. Atkinson of Division One from C. D. Benz for his prompt action in averting what might have been a serious accident when an automobile tried to cut across the tracks in front of his car.

For (6) Motorman E. C. Secrist of Division Two from Frederick P. Mars-ton, who states in part: "Right during the heaviest rush hour one of your motormen took the time and pains to help a blind man from the car across the street to the sidewalk."

For (7) Conductor A. O. Johnson of Division Two from Mrs. W. B. Ryberg, who commends him for the manner in which he handles his work.

For (8) Conductor F. S. Holland of Division Two from Claire Smith for his efficiency and kindly consideration of those who ride his car.

For (9) Conductor W. H. Laing of Division Two from Albert Hughes, who highly commends him for his courtesy in giving directions and looking up information.

For (10) Motorman C. Gordon and (15) Conductor H. H. Lindop, both of Division Two, from Mrs. Mary A. Twiss for courtesy extended to her mother.

For (11) Conductor L. J. Tucker of

Division Two from Katherine Kozel for loaning her carfare when she boarded the car with a large bill, which he was unable to change. She especially appreciates the spirit in which the situation was handled.

For (12) Conductor C. F. Fitzgerald of Division Two from Lolita Stearns for loaning her fare and for the cheerful manner in which it was done.

For (13) Motorman G. T. Wuertz of Division Two from Nurse Miriam Jean Rollins for courtesy

For (14) Conductor A. F. Crosby of Division Two from Miss Tibbetts for his courtesy and pleasant manner.

For (16) Motorman E. L. Mason of Division Two from Mrs. L. M. St. Jean for assisting a blind man off the car and over to the sidewalk.

For (17) Conductor C. W. Morris of Division Three from Mrs. S. Gravin, who commends him for the care shown her when she was taken ill on his car.

For (18) Conductor I. Gasparro of Division Three from Gladys Barady



for the expert way in which he handles his work and for looking after the safety of all those who ride on his car. He is especially commended for looking after the old and infirm.

For (19) Conductors W. P. Leggett and (18) I. Gasparro, both of Division Three, from Mrs. Meta Lindeman for their cheerful courtesy.

For (20) Conductor A. G. Plummer of Division Three from C. C. Tannehill for his thoughtful consideration of passengers.

For (21) Conductor J. J. Olexo of Division Three from Lloyd O. Miller for going up to the front of the car to give him some change he had neglected to wait for.

For (22) Conductor G. C. Parsons of Division Three from Mrs. M. D. Howard for assisting her and her baby to reach the car ahead when she boarded his car by mistake.

For (23) Conductor R. H. Gamble of Division Three from Mrs. Etta Bickford for turning in to the Lost and Found Department a silk scarf which was left on his car.

For (24) Conductor J. R. Holland of Division Three from Earl L. Stone for willing and cheerful service to his passengers.

For (25) Conductor T. T. Roche of Division Four from Mrs. E. Blakenhip for assisting an elderly woman from the car and over to the sidewalk.

For (27) Motorman C. Larson of Division Four by M. J. Quinn for efficiency.

For (28) Conductor R. D. F. Nittel of Division Four from A. Woodbury for efficiency and courtesy.

For (29) Conductor W. R. Nichols of Division Five from Annie S. O'Brien, who is most grateful for his kind assistance in helping her locate her suitcase.

For (30) Conductor H. A. L. Hull of Division Five from Dr. Agnes Edmonds for his kindness in helping her on and off the car.

For (31) Conductor A. B. Conway of Division Five from George L. Davenport, Jr., for his universal courtesy.

For (32) Motorman F. M. Doherty of Division Five from E. A. Bassett, who highly commends him for the smooth manner in which he operates his car.

For (33) Motorman F. C. Rew of Division Five from Leonard U. Waymire for the expert way in which he stops and starts his car and for the way he handles it through traffic.

For (34) Conductor R. R. Hayman of Division Five from Earl H. Doeding for cheerful courtesy and efficiency.

For (35) Conductor W. H. Morgan of Division Five from Corinne James Crosby for lending a helping hand to those who need it, for efficiency in

handling traffic and for courtesy and patience in answering questions.

## Psalm of the Street Car Conductor

Man who works on the rear platform of a street car is but a few days upon earth, and his life full of trouble. He fooleth, fuseteth and fighteth all the days of his life. He goeth forth in the morning full of joy and gladness, and he returneth before night in scraps and fragments.

He standeth for hours at a time upon his feet and equalleth like a love-sick tomcat unto the four winds, and his passengers hear him not. He suppresseth much bad language when his fellowman standeth upon his feet also.

When he layeth upon report, his life is uncertain, for he knoweth not at what hour he mayeth be dispatched.

He maketh a date with his sweetheart and his relief taketh unto himself an oversleep, and his sweetie goeth forth to the movies with his enemy, and his blood boileth over.

He catcheth a wild motorman who turneth the corner on the ninth point and throweth him into the arms of a lady passenger, whose pugilistic escort knocketh him into the arms of Morpheus before he hath time to apologize.

He reporteth without his money-changer, and receiveth all of the fifty-cent pieces in circulation, and the motorman's wrath waxeth hot because he draggeth the line.

He taketh a cigarette at the end of the line, when lo! and behold! the superintendent appeareth in a cloud of dust, saying, "Conductor, what hast thou done? Yea, verily, I shall see thee later."

He giveth two bells to go ahead, when lo, and behold! some dumb-bell attempteth to board the car while in motion, and is thrown so hard that it jarreth his ancestors unto the third and fourth generations, and he then setteth up until midnight to write an account thereof.

He waiteth five minutes for a passenger who is without ambition, and is bawled out by the same because he misseth his boat.

And so it shall be, yea, verily, unto the end of time.—Trolley Topics.

## Be a Sunbeam

The sun is shining ALL THE TIME. Though overcast the day.

Just let your smile come shining through,

And drive the clouds away.

The world will brighter be, you'll find if you leave a little ray behind.

J. C. Hall.

## Night Schools Offer Variety of Subjects

Knowledge is the unfailing pass-key to the door of opportunity. The evening high schools are offering a wide range of interesting and instructive courses this year and employes who wish to take advantage of this opportunity to advance themselves in some particular subject or subjects will find these courses very helpful.

Manual Arts' schedule includes a course in Traffic Management from seven to nine o'clock, Tuesdays and Thursdays; and a course in Foreign Trade on Wednesdays from seven to nine.

Either the "U" or "V" Lines will take you there.

Polytechnic Evening High School is offering a fascinating variety of subjects, including Psychology, Economics, Education, and Religion in a special course called Problems in Modern Life.

Take the Figueroa Coach, the Grand Avenue "M" car, the "J" or "W" car.

Roosevelt Evening High School's curriculum embraces all trade and academic courses. This school is centrally located in the Hollenbeck Heights District at 4th and Ficket Street. Take the "R" or "F" cars. "B" Line car is available by transferring at Evergreen or Fresno. Also, "P" Line cars on First Street, which entail only a short walk.



Wotta Life!



It's a tough racket—this railway game and Billy Darnell, 2 year old son of Motorman B. B. Darnell of Division One gives his conception of the effects of a hard day at the controller.



# Mandy Mandy's



Teacher: "Johnny, if five sheep were in a field, and one jumped out, how many would be left?"

Johnny: "There wouldn't be any left. You might know arithmetic, but you don't know sheep!"

"We all want you to come to our party, tonight, Mandy."

"Can't, Sambo, I've got a case of diabetes."

"Come along anyways, Mandy, and bring it wid you. Those folkses will drink mos' anything!"

I eat my peas with honey,  
I've done it all my life;  
It makes the peas taste funny,  
But it keeps them on my knife.

"Hello," called a feminine voice over the telephone, "is this the Humane Society?"

"Yes," was the reply.

"Well, there's a book agent sitting in a tree, teasing my dog."

Small Brother—Ha! Ha! I just saw you kiss Sis.

Suitor—Here. Keep still. Put this quarter in your pocket.

S. B.—Here's ten cents change. One price to all, that's the way I do business.

It was back in medieval times.

"It's no fun trying to live in this coat of mail," complained a cootie.

"No," agreed the second parasite.

"Heaven help a feller on a knight like this."

Nothing is more enthusiastic, spontaneous, and unhampered by conventions than a tube of tooth paste erupting from the wrong end.

At Seventh and Union two lovers boarded the "S" car the other day. As the car neared Figueroa Street the couple stood in the front vestibule of the car holding hands and utterly oblivious to everyone about them. As the car stopped "Sir Walter" carefully assisted his lady love to alight, and she, with her arms about her sweetie's neck was placed carefully in the safety zone. One of the passengers standing beside the motorman watching the manoeuvres, made the remark: "Ain't it grand."

But the motorman, without cracking a smile, replied, "No, Figueroa."

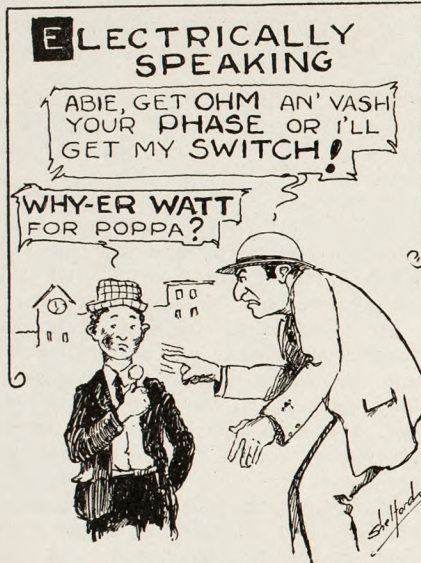
Father: "Why didn't you get your pharmacy degree?"

Son: "I flunked in sandwich making."

Sandy bought two tickets for a raffle and won a \$1500 car. His friend rushed up to his house to congratulate him, but found him looking miserable as could be.

"Why, mon, what's the matter wi' ye?" he asked.

"It's that second ticket. Why I ever bought it I canna imagine."



A small boy had watched a telephone repairman climb a pole, connect a test set and try to obtain connection with the testboard. There was some trouble obtaining the connection. The youngster listened a few minutes and rushed into the house exclaiming, "Mama, come out here quick. There is a man up a telephone pole talking to Heaven."

"What makes you think he is talking to Heaven?"

"Cause he hollered, 'Hello! hello! hello! good lord, what's the matter up there; can't anyone hear?'"

Mother—"Bobby, when you were eating nuts in the street car, I hope you didn't throw the shells on the floor."

Bobby—"No, mother, I put them in the pocket of the man who sat beside me."

Zieg: "How do you like bathing beauties?"

Field: "I don't know. I never bathed one."

Pat—"Why are you wearing so many coats on such a hot day?"

Mike (carrying paint can)—"I'm going to paint me fence, and it says on this can, 'To obtain best results, put on at least three coats.'"

"Does 'at smile mean you forgive me?"

"Stay away, niggah; I'se just smilin' to rest mah face."

A famous doctor went to an insane asylum to see a patient, and before leaving tried to telephone to his office. Not getting as quick service as he thought he should, he said to the operator, "I guess you don't know who I am."

"No," replied the operator, "but I know where you are."

The following letter was received recently by a company which manufactures corn syrup: "Dear Sirs: Though I have taken six cans of your corn syrup, my feet are no better now than when I started."

Bill: "They say brunettes have sweeter dispositions than blondes."

Jim: "My wife's been both, and I can't see any difference."

"What are you doing these days, Ole?"

"I bane a snake in a roundhouse."

"What's that?"

"A viper."

Clerk (showing customer golf stockings): "Very good value, sir. Worth double the money. Latest pattern, fast colors, holeproof, won't shrink, and it's a good yarn."

Customer: "Yes, and very well told."

"I may not have a little fairy in my home or a little miss in my car," allowed Oscar the Operator, as he started home, "but I certainly have a little made in my cellar."

A fool there was and he saved his rocks, even as you and I; but he took them out of the old strong box when a salesman called with some wildcat stocks and the fool was stripped down to his socks, even as you and I.

Boss: "Rufe, did you go to your lodge meeting last night?"

Rufus: "No sah. We dun have to postpone it."

Boss: "How was that?"

Rufus: "De Grand-All-Powerful-Invincible - Most Supreme-Unconquerable-Potentate dun got beat up by his wife!"

McAndrew—Hooray! The wind has changed.

Convalescent Wife—Well, mon, what of it?

McAndrew—Ye ken the doctor said ye needed a change of air.

Mary had a little lamb,  
Given by a friend to keep.  
It followed her around until  
It died from loss of sleep.

The Bride: "And what would I get if I cooked a meal like that for you every day?"

The Groom: "My life insurance."

# Romance of The Rails

By E. L. LEWIS

(Seventh Installment)

I. W. Hellman secured a franchise in December, 1883, to extend the tracks of the City Railway Company from San Fernando and Sotello Street via Sotello, Main Street, Avenue 20, Pasadena Avenue to Daly Street, to North Broadway.

No effort was made to proceed with construction under this franchise, and in June, 1885, another franchise was secured, commencing at San Fernando (now Spring Street) and Sotello north to North Broadway to Avenue 20, and then the same route as secured in the previous transfer.

No work was done under this franchise until the fall of 1886. In the meantime, the owners of the two lines had gotten together and consolidated interests. A new narrow gauge line was constructed from North Broadway via Pasadena Avenue and Daly Street to Avenue 20, and the tracks on North Broadway were changed from narrow to broad gauge, to accommodate the City Railway cars, which were broad gauge. In December, the broad gauge cars were operated past the Southern Pacific depot to North Broadway and Lincoln Park Avenue, and the narrow gauge or Spring and Sixth Street cars, were operated to Pasadena Avenue and Daly Street.

At the same time, a new car barn had been built at Avenue 18 and North Broadway, and put in service at the time the new operation started, and was used by both lines, all under the same Superintendent, Mr. W. H. Hawks.

The Atchison, Topeka and Santa Fe Railway commenced operating to Los Angeles in January, 1886, which brought about the first great flood of new residents to this city. This was stimulated not so much by the building of the new line as it was by the low rates that were put into effect, owing to the competitive war with the older lines. Round trip tickets were selling from Missouri River points to Los Angeles for as low as \$1.00.

The extension of the new Hellman line to east Los Angeles was the fore-runner of the intensive street car building that took place in the next two years.

(To be Continued)

If we had all the money we wanted we'd use it to make more.

## Petite Toe Dancer



This clever little toe dancer is Darleen Scott, four year old daughter of Conductor S. C. Scott of Division Two.

## A Little More Heart

A little more heart in the things we do;  
And the sun will shine softer, the skies will be blue;  
A little more heart in the words we say,  
And the lives will be sweeter we live by the way;  
A little more heart in the help that we lend,  
And the chains will be stronger that bind friend to friend;  
A little more heart in the toil that we take,  
A little more striving for only love's sake,  
A little more heart in life's song and its prayer,  
And the roses will hide every ache and each care!

—Baltimore "Sun."

## For Sale

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. 2nd Street, off Ford Boulevard, any evening. Will make an excellent Christmas gift. Any payment will hold this buy.

Charge-O-Lyte for run down batteries. See Truckman F. Hart, 1219 W. 70th Street.

Furniture—One bed-room suite, 9x12 rug, fumed oak library table, small ice box and two chairs. Priced reasonably. 8656 Evergreen Avenue, Southgate.

## Division Assignments

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

To Division One: Motormen L. V. Daniels, B. C. Hathaway, W. H. Murray, B. F. Higgins, C. P. Harmon, G. L. Amos, M. A. Smith, R. R. Carr, H. O. Willis, C. A. Mann, W. E. Jeffreys; Conductors H. Sydenstricker, L. E. Gehring, R. B. Paddock, F. W. Runyan, T. Walden, J. J. Moriarty. To Division Two: Motormen R. R. Branch, A. B. Sattler, W. C. Hethcock, E. P. Hearn, J. A. Potts, T. R. Anderson, H. C. Hubbard. To Division Three: Motormen I. R. Albin, L. C. Ainsworth, A. C. Johnson, T. A. Lewis, J. E. Archer, J. E. Stedman, H. A. Freeman, J. A. Marshall, Jr., M. L. White; Conductors M. N. Andrews, C. T. P. Richardson, H. W. Humiston, B. D. Cheek, J. O. Thompson. To Division Four: Motorman M. H. Steele. To Division Five: Motormen M. L. Fesler, J. Mills, I. C. Givens, A. E. Johnson, A. W. Davis, A. C. Boysen, K. S. Larimore, R. Billheimer, C. W. Whelpley, D. C. Noggle, R. Chitwood, W. P. Schwarz; Conductors H. C. Fifield, R. J. Platner, S. S. Barker, O. W. Naegelin, W. E. Townsend, W. W. Faust, C. T. Gartrell.

## One Rainy Day

If "It Ain't a Gonna Rain No More" perhaps the Lost and Found Department can catch up in finding the owners of 91 umbrellas. The downpour on September 17th was responsible for the bumper crop.



"Doggone it," grunts Peter Bruin as he settles down on his hindquarters "I don't see why they can't make all cans large enough so's a fella' can get his snoot in without a pinch."

This big black fellow was snapped by Conductor H. E. Ketchum of Division Four while on his tour of Yellowstone National Park. Ketchum, with his wife and daughter, covered 4,430 miles in his car by way of San Francisco, Sacramento, Salt Lake, Boise, Walla Walla, Columbia Highway to Portland, Grant's Pass to Crescent City and then on the Redwood Highway to Southern California and home.



Safety Operator M. J. Richardson, Division Four's most popular Birney manipulator, was the man of the hour September 28, when the boys found out he had slipped down to Santa Ana the day before and had given the solemn vow to love and honor his sweetheart, Miss Anna Farmer. Best wishes, M. J.

\* \* \*

Division Four also congratulates Conductor C. N. Galvez, who married his little Spanish sweetheart September 26th. Miss Maria Tereza Escaraca was the lucky lady and we are sure they are going to be very, very happy.

\* \* \*

Wedding bells rang out for Conductor C. W. Springstead of Division One September 15th when he and Miss Gertrude Icensee were married. We wish them much happiness.

\* \* \*

Conductor J. W. Godel of Division Two and Alva Bridgewater were married on the 10th of September and are now settled down after a honeymoon spent in San Diego and Tia Juana via a two-wheeled Ford. Thanks for the smokes, J. W.

\* \* \*

Motorman J. A. Stedman, also of Division Two, took a ten-day leave of absence and said he was going to be married but that's all the information we could obtain from him. Congratulations.

\* \* \*

Charles Lyle of the Motor Coach Division was married September 14th to Miss Edythe Yenne at the home of friends, 6510 Budlong Avenue. Only immediate friends and relatives were present. The happy couple went to San Diego on their wedding trip.

\* \* \*

John Pontrelli, of the South Park Shop Trimming Department and Miss Rosalie Berardino were united in marriage September 8th. John turned his vacation into a honeymoon and the happy couple spent a week touring the country around San Francisco and Oakland. Congratulations and best wishes. Thanks for the smokes.

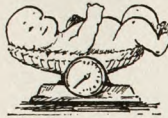
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This is not the month of June but Dan Cupid's marksmanship is still good. The South Park Shops offer their congratulations and best wishes to Truckman George McMillan and Miss Elsie Booth, who were happily married September 14th at the Christian Church at 43rd and Avalon Boulevard. Thanks for the cigars.

## Appreciation

I wish to express my thanks for the prompt and kindly way in which the Co-operative Association extended their help in our recent great loss. The beautiful flowers were greatly appreciated.

Emily E. Miles  
Ellen Miles  
Cornelia S. Raine



## Births

Born to Mr. and Mrs. H. T. Sanders on the 12th of September, a little son weighing but four pounds and ten ounces. Mother is getting along fine and Charles Willis is doing as well as can be expected of a boy his size. "Pinky" is quite proud of his new son and the boys of Division Two had a good smoke to celebrate the occasion.

\* \* \*

Conductor E. R. Leggett of Division Two announces the arrival of Victor Earl, eight and one-half pounds, born the 30th of August.

\* \* \*

It is late news but we are sure the trainmen of Division Four will be pleased to know Conductor George Olsen has been a papa since August 18th. George evidently was just too shy to pass the news along but we know he is going to be a devoted daddy. The little one, an eight pound boy, has been named George Lewis. With best wishes.

\* \* \*

"Poppa" Heffington of Vernon Yard, announces the arrival of a husky baby boy. He says as soon as young Heffington has mastered some of the Track Department vocabulary he will fill in nicely in Fleetwood's place. He already has the necessary lung capacity.

\* \* \*

F. Land of the Motor Coach Division, is the proud father of a seven-pound baby boy. La Vaughn Cleo and his mother are doing nicely.

\* \* \*

A baby boy was born to H. F. Hesse of the Coach Division, on September 5th. Congratulations, Hesse.

\* \* \*

E. L. Nolton, Division One mechanic is the proud and happy father of a six and one-half pound baby boy. Congratulations Elmer and thanks for the cigars.

\* \* \*

This is boys' month. Wilfred Lippiatt of the Ticket Office beamingly announces the arrival of Jack Henry, on October 2nd. Weight 7 pounds 6 ounces. Congratulations and thanks for the cigars.

## Personal Fire Prevention

Credit must be given the stenographer who, after being warned by the boss about being late to work for several mornings, suddenly burst into the office early one morning much to the astonishment of the rest of the employes. When asked "How come?" she replied that she was observing Fire Prevention Week.

Fire Prevention Week begins October 7th, 1929, and the many trainmen and others who contemplate hunting trips to the great open spaces are urged to be particularly careful with their fires. Great areas have already been burned bearing mute evidence that someone had either forgotten or was careless. It pays to make sure that your fire is out when you are ready to leave it.



## Division One

H. N. COLE

At this writing Division Superintendent Williams is enjoying a vacation somewhere. Foreman J. B. Lair is superintendent pro tem, and Clerk Roy Ruggles is foreman pro tem.

Returning from a trip of thirty-eight hundred miles up north and into Canada, Traffic Men Burke and Williams, formerly conductors out of Division One, report a very good time. Their only trouble consisted of two punctured tires when they ran into a keg of nails. Burke has a neat little mustache, a new uniform and he looks pretty keen.

A quartet, consisting of Clerk R. A. James, Conductor T. D. Noteman, Switchman W. R. Houts and Mechanical Foreman Floyd Bond, left on the 28th of September for Northern waters on a duck hunting expedition. They will be away for two weeks.

Motorman E. O. McKinney and family recently spent the week-end at Catalina and report an enjoyable time.

Motorman B. B. Baker and family spent a few days visiting friends at Beaumont during Labor Day week. He returned loaded down with fruit of all kinds.

It is reported that Conductor Line-Instructor F. J. Canning, who has been on the sick list, is improving.

Conductor M. O. Bowles is quite ill, according to reports. He is in a Huntington Park hospital.

Conductor Line-Instructor G. J. Thronson is still confined to his home on account of a broken leg sustained several weeks ago.

Illness has incapacitated Motorman G. D. Riley for the past ten days. He was around the Division several days ago but is not yet well.

The sick list has also claimed Motorman E. S. Day for the past several weeks.

At the end of a perfect sixty day leave Conductor Line-Inspector Elmer E. Feb has returned from a very pleasant trip to St. Louis. He drove there with his

wife and three children in his new Nash Sedan in four and a half days. His machine performed perfectly, and judging from his looks he undoubtedly had a good time.

While off for fifteen days, Motorman Joe Dominguez visited all the nearby resorts and eventually landed down at San Diego, where he had a fine time, according to reports.

According to Motorman E. M. Worsley, Catalina is the only worthwhile place to go on a vacation. He and his family recently spent a week there and came back all smiles.

Conductor E. Yohler has returned from a short vacation, during which he took a flying trip to San Francisco.

Conductor R. J. Stergeon, formerly Extra Register Clerk, is now regular and Conductor G. B. Capps is holding down the position of Extra Register Clerk.

After working an Owl run for these many years Conductor D. E. Berry has switched over to a day run.

Conductor A. G. Rex attended the County Fair at Pomona last Saturday and reports he had the time of his life.

Mining interests in Arizona have again called Motorman E. Braun away. He will be gone for several days.

Heeding the call of the great open spaces, Motorman J. N. Smith cranked up his Chevrolet last Saturday and started out with his wife for a sixty day trip in the mountains. He says he is going where there are no traffic signals and where fish are tame and easy to catch.

It seems that wonders will never cease. For instance, Conductor J. W. McCurry took three days off recently for the first time in ten years.

Motorman J. M. Bothwell has been granted a leave of absence in order to take a trip back to his old home in Kansas.

Motorman O. H. Snelson is on an extended trip back east. Just where, we have not been informed.

With ninety days ahead of him and nothing to do but drive, Motorman G. S. Wilson is wending his way to New York via the Canadian route.

Conductor H. J. Klingsiek has taken time off to visit relatives back east. He will be away for several weeks.

The line-instructors are being kept quite busy these days. Motorman Line-Instructor Burnett just finished up with a student and Instructor Nethersole is busy as can be with a student. Conductor Line-Instructor W. F. Kirtland has just finished instructing a fellow how to suffer the agonies of the back end of the car. Instructors Musselwhite and Snell also have their hands full these days, looking after the new and watching the old ones.



## Division Two

H. F. NELSON

Motorman J. E. Crawford has taken a sixty day leave and is driving to Arkansas and Kentucky.

Conductor J. L. Davis, who was on leave in Pennsylvania, decided Los Angeles was too far away so mailed in his resignation.

Clerk B. I. Derry generally celebrates Sunday by taking the family out for a ride. A few Sundays ago he was unlucky enough to have a blow-out and had an awful time trying to put a Ford rim on a Chevrolet. He ended up by putting the tire on a Chevrolet rim and putting the Ford rim out in the Pacific as far as he was capable of throwing it.

Conductor L. M. Murray obtained a sixty day leave and is putting the time to good advantage by attending one of the local high schools.

We now have two cripples walking around due to balky autos which refused to be cranked. Conductor F. T. Ginger and Motorman M. O. Swaim are both carrying their right arms in slings and it will be some time before either one is able to return to work.

Motorman R. N. "Big Jack" Bolding is spending six weeks in New York. You'll hear all about the trip upon his return.

Motorman M. C. Heise is spending six weeks visiting relatives and friends in Utah.

Resigning his position as conductor, E. H. Trapp moved to Long Beach and is now employed by the Shell Oil Company.

Motorman B. A. Whalley became weary of gonging autos, and is at present trying out the Fire Department for ninety days.

Conductor F. W. Greene has his Essex all tuned up and will soon be on his way to Eglemine, California to spend sixty days.

Superintendent T. Y. Dickey doesn't believe in spending a lot of time and energy to bag a deer, so Saturday afternoon he started out for Temeculah and spent Saturday and Sunday with Conductor H. A. Hansen, who has a ranch in that vicinity. T. Y. bagged a nice big buck weighing about 175 pounds. Seeing that he was going to be a little late Monday morning he phoned in from Fullerton and informed Paine that he had got himself a big buck and would be a little late getting in. Paine, not knowing he was on a hunting trip, understood him to say "truck," and everyone had visions of a nice new Graham-Paige knocked all out of shape when T. Y. dropped in and said he didn't drive that way and that it was a BUCK that he had tangled with.

Conductor F. B. Kirk was called suddenly to Lowell, Oregon, on account of the poor health of his mother. We hope she improves so he can return or we'll have to start going to shows for entertainment.

Conductor W. V. McCafferty is back again on the job. He knows how lonesome it is lying in a hospital with nothing to do so every time he gets a chance he drops down to see Conductor F. J. Nimz, who is getting along as well as could be expected, and is in extra good spirits considering the way they have him trussed up and loaded with sand bags.

Conductors C. E. French, C. W. Dunn and Motorman L. E. Priestley resigned while on leave and have taken up other lines of work.

Conductor H. Yardley is on sick report with a dose of flu and some bad teeth to worry him.

Motorman E. L. Lewis has returned from his thirty day trip to Medford, Oregon, and reports having a dandy time.

Conductor W. E. McGuyre, having prospered during his two year stay in Los Angeles, is driving a new Ford back to Allen, Oklahoma, where he will spend two months visiting old friends and telling all the folks what a great place Los Angeles is.

Strange things will happen. Not long ago someone lost a fishing reel on Conductor J. R. Herring's car. Conductor F. C. Ham turned in a dozen eggs the same day.

Motorman R. F. Miller is having a siege of intestinal flu and has been quite sick. Here's hoping he is able to report back to work very soon.



## Division Three

L. VOLNER

Vacation time is about over now and many of our men who have been enjoying that privilege are reporting back for duty.

Conductor M. O. Brown has returned from an extended auto trip through several eastern states.

Motorman F. Hetze and family have returned from a vacation trip extending from Oregon to San Diego.

Motorman R. T. Lewis is back from a visit to his old home near Tulare, California. R. T. says he shot at a deer several times but did not have any luck.

Conductor D. R. Jaynes and Motorman C. H. Owens have returned from an extended trip through the east. They report a very successful trip and that road conditions were excellent.

Having made what was perhaps the greatest mileage of any of our men this season, Motorman George Richter has returned from a visit with relatives in Germany. George reports things as being very bad in Germany and prices very high—even for beer.

Motorman J. W. Stewart had a delightful visit with friends in Sequoia National Park.

On account of her father being very sick, Mrs. E. L. Burke, wife of one of our popular motormen was called back to Missouri. E. L. says he is having quite a time batching—but don't think he does much cooking as he will most generally be found at the Car Barn Cafe around mealtime.

Motorman Line-Instructor G. V. Hopkins says it surely pays to advertise in Two Bells as the little item in the last issue did the work. He says he could have sold forty parrots if he had had them.

Conductor Tom Cumberford writes from Drumheller, Alberta, Canada, and says that wild ducks and prairie chickens are mighty good eating. He is strutting his stuff in a new 400 Nash.

On the 30th of August that premier fisherman, Switchman W. H. Meloy, piloted another one of his successful parties to Catalina, where many fish were caught, and a dandy time was enjoyed by all. Watermelons for the bunch were furnished by Harry Tuttle of the Car Barn Cafe. The following men went on the trip: F. T. McClendon, P. G. Roberts, W. H. Brain, F. Jewett, D. E. Tryon, V. G. Barker, H. T. Warren, J. T. Hall, H. B. Thompson, A. G. Plummer, L. F. Wirtz and W. H. Gill.

On the return from his vacation Switchman Charlie Merrill thought he would get a little more sunburn, so he got out in the yard for Old Sol to do his work. In the warm rays of the noonday sun he soon fell asleep and upon wakening he found he had gotten more than he really wanted, as he was literally fried and could not return to work for some time.

In celebration of the marriage of his son, Conductor J. Holt passed cigars to the trainmen.

It pays to start to work early as Conductor E. L. Jandro found out several days ago. Jandro boarded a car and sat on the front seat. The motorman asked him if he was going to work, and being informed that he was, asked why he did not wear a collar. A hasty investigation resulted in Jandro getting off at the next stop and returning home to finish his toilet.

Conductor J. S. Meehan had bought himself a Chrysler sedan that was in rather good condition. While out visiting one evening he left the car parked in the street. Fire trucks coming from different directions met at the spot occupied by the sedan. When the debris was cleared away it was found that Mr. Meehan did not have any sedan. However, the city is to replace same by a brand new one.



## Division Four

C. J. KNITTLE

Hello, Gang! We don't mind saying Conductors W. V. Dempsey and C. R. Clark are taking part in the Los Angeles American Legion Drum and Bugle Corps at the National Convention in Louisville, Kentucky. The corps is composed of sixty-eight pieces, all local posts being represented. They will compete for national honors during the twelve days session. Dempsey and Clark left September 26th.

Foreman B. B. Boyd, Clerk E. E. Roffee, Motormen Tom Speed and Dusty Rhoades, Conductors Duke Lowen and Jim Saunders left September 19th for a hunting and fishing trip to Northern California. They expect to be gone two or three weeks.

Motorman L. D. Champion traded places with Motorman L. L. Leasman of Division Five, effective September 24th. L. D. has bought a new home in Inglewood.

The following trainmen returned from vacations during the past month: Motor-

men A. Argue, M. F. Lourdou, L. L. Harris, and H. Phillips, Conductors G. Granger, O. E. Goodwin, J. J. MacFarlane, G. F. Young, W. M. Cline and J. M. Johnson, Safety Operators J. C. Berrel and J. Viellenave.

Conductor A. C. Ritter left for Oklahoma September 1st, on a ninety day leave.

Motorman M. L. White, who went on leave from this Division a couple of months ago to try out the position of paymaster for the City of Glendale, returned recently and was assigned to Division Three on account of the full quota of men here at Division Four.

Safety Operator H. O. Nelson treated himself to a twenty-two day vacation starting September 14th.

Our good friend, Ray Clapp, contributed his share for the widening of North Broadway when he swerved his Buick out of the line of traffic to pass on the left side of a street car and ran into the arms of one of those blue coated boys.

Conductor B. E. Clarke was granted a sixty day leave September 16th, to make a trip east.

The bulk of the news this time is credited to E. E. Johnson, whose proper title is Switchman. Johnnie has been pinch hitting around the office all summer and at the time of this writing is punching the keys for our regular stenographer, Mrs. Esther Pearce. Esther is spending the second week of her vacation in and about town.

Instructor J. H. Miller probably decided recently that it does not always pay to be too sociable. It was a very warm day. Mr. Miller was standing at a terminal and the most inviting part of the scenery was a soft drink parlor. Motorman Herman deJager was standing nearby and Mr. Miller said, "Let's have a drink." Herman started in but remembering his conductor, yelled for him to come and have a drink on Mr. Miller. Just as the conductor was about to enter another car pulled up and the conductor bellowed to the crew to hurry over, Mr. Miller was settin' 'em up. But we must say Mr. Miller proved a game host to his thirsty guests.

Conductor W. F. Lewis was granted a two weeks rest starting September 25th.

Motorman J. P. Dewey resigned September 26th, to drive a truck at Lake Elsinore.

Safety Operator A. O. Swoboda returned from an eight day rest September 25th.

Motorman W. J. Forester was granted a fourteen day leave September 27th, to drive to San Diego and up the coast to San Francisco.

Cash Receiver Goss returned from his regular two weeks vacation October 7th. Mr. Goss made an auto trip around Southern California.

Conductor G. F. Young recently bought a home on West 67th Street.

We are in a quandary about Motorman W. H. Wisdom's exact address. Conductor Tom Hill reports that Mr. and Mrs. Wisdom were returning from a shopping trip on his car recently and Mrs. Wisdom, who was seated in the center section, calmly alighted at Beverly and Bel-

mont. Mr. Wisdom, who had been riding in the forecastle, left the car three blocks farther on, and his exit was fast and furious.

Supervisor Farr of the "F" Line tells us of his most interesting observation made on Saturday, September 28th. A conductor wearing a heavy navy peacoat with the collar buttoned close to his ears and the thermometer registering seventy-six degrees.

Our popular young stenographer, Mrs. Esther Pearce, has moved to her new home in the vicinity of Division Five. You won't high hat us will you Esther?



## Division Five

FRED MASON

Motorman Art Palmer is back on the job after a couple of months vacation back home in Armstrong, Iowa. Art said that the Essex Coupe functioned perfectly, the trunk served its purpose, and further remarked, when he reported for duty, "You ought to see the trunk now." We'll have to look into that.

Motorman Harry Gorton covered quite a lot of territory on his trip back to Toronto, Ontario, Canada. He took his conductor, Jimmie Clark, back to his home in Knoxville, Tennessee, and then headed for Canada. He took in the Canadian National Exposition in Toronto, visited Hamilton, Coburg and several other burgs in Ontario. On the way he picked up Jimmie Clark and brought him back. They are both back on the job now, one winding and the other grinding, and doing fine.

From Edmonton, Alberta, Canada, Conductor Frank Weir writes saying that he is leaving a wonderful time and wishes to be remembered to all the boys.

Motorman W. B. McCarter writes from Greenville, South Carolina, where he is vacationing for two months. He sends his best wishes to all the boys and hopes to be back with us before Christmas.

On his way back from San Francisco Motorman John Nusko stopped over at Paso Robles for the night. He pulled out bright and early next morning and headed for home. After driving about eighteen miles he stopped for gas and oil, but when he reached in his hip pocket for his pocketbook it was absent. With very few words of explanation to the station attendant he hopped into his new model "A" Ford sedan and headed back for Paso Robles. With his foot down to the floor board all the way he made the eighteen miles in twenty minutes and found that the bed he had slept in had been made up. Needless to say it had to be made up again. He then met the manager of the hotel, asked him about his pocketbook and was greatly surprised and equally relieved when it was handed back containing sixty dollars.

Motorman S. N. Cupp is having such a good time fishing and running around here and there during his vacation that he came in and got a week's extension to do some more fishing and running around.

On his way to Detroit, Motorman W. F. Kenney dropped a card to Motorman Henry Mast from Salt Lake City, saying that he has had no trouble with the old flivver and is making excellent time.

Switchman Ed Kasal is off for six weeks and is driving back to Houston, Texas, accompanied by his wife.

Conductor D. E. Griffith, on account of the poor health of his five year old daughter, is taking thirty days off to take her back to Collinsville, Texas.

To work around the home, Motorman A. P. Williams will be off for three weeks.

Conductor Line-Instructor L. B. Blackmer is off for thirty days and is making a trip to Eugene, Oregon.

Motorman Line-Instructor M. McConnell is going to rest up for a while and will be off for sixty days.

We are all glad to see Motorman L. Blackburn back on the job again after a long illness and we hope that everything will be o. k. with him from now on.

Motorman E. Rhodes is another one of the boys whom we are glad to see back on the job, after three months of illness.

Motorman Charlie Franek is still confined to the Naval Hospital at San Diego, where his condition is as good as can be expected.

Motorman H. C. Dreyer has resigned to take up other work.

Conductor W. L. McGlasson also resigned and has gone into the selling game. Good luck to both of you, boys.

Joe Schnell and D. J. Ansted, two worthy anglers, spent the holidays of this month casting their hooks in the waters of Forest Home.

R. E. Ellithorpe, of the Winding Room, is back from his thirty day leave of absence. He spent most of his time at home helping the wife?

Painter F. Chiappetta has been on the sick list for the past two weeks.

Assistant Painter Foreman L. Crump has just returned from his two weeks vacation, spent at Catalina, Lake Elsinore, and Wrigley Field.

Painter A. Goetz is away enjoying two weeks of rest. Painter J. Moyna starts his vacation October 1st. Moyna has the old kit all packed and plans to bring in a big buck before the two weeks are over.

Painter M. Bradley shoulders the responsibilities of the Shop Weather Forecaster starting October 1st. Mr. Watts, presiding Weather Man, has given the boys some very enjoyable summer days which will greatly contrast with Mr. Bradley's future winter prophecies.

J. Bakesef of the Mechanical Engineer's Office returned from his vacation spent at Yellowstone with a real bear tale. While trying to photograph some small cubs he was misunderstood by the mother of the cubs and it took two husky rangers to convince her that he was not as mean as he looked. "Bake" said the fountains in Yellowstone were great but there were much larger ones over 'ome at Bucking'am.

Carpenter E. M. Olesen left the service September 21st. Olesen has only been with us a short time. He is replaced by J. T. Cass, brother of Carpenter M. Cass, and hails from Inglewood.

H. Kadow, of the Winding Room, is back from his sixty days leave of absence, working fine.

Switchman Ed Baker is reported on the sick list.

Truckman J. Mathis, noted radio fan is being boosted as the next Shop Quits Champion.

Truckman J. Kennedy is sporting a 1928 Buick sedan.

Truckman W. Thun was granted a thirty day leave of absence to attend the Spanish War Veterans' Convention at Denver.

Truckman F. Branon was granted a thirty day leave of absence to visit his father in Bonnetter, Missouri. His father is reported seriously ill.

Truckman A. Fabregat is back on the job after spending a very enjoyable week of rest.

Notice anything peculiar about D. Ferris? Dr. Ferris is the Watchman at the top gate that never smiles or has anything to say. If he could talk and smile without opening his mouth we are sure he would do so. As it is, we will just have to wait for that new set of teeth.

J. Cook, Foreman of the Air Department, is away on his vacation. No information as to how and where he will spend his two weeks.

Otis A. Kieffer, Section Storekeeper, has returned from his two weeks vacation spent nowhere in particular.

The boys extend their sincere sympathy to Joe Schnell of the Winding Room upon the passing of his mother, who had been ill for some time.



## Motor Coach Division

J. H. McCORNACK

M. Chamberlain likes to hunt doves but the law doesn't like for him to.

A. C. Adams, top man on the conductor list, has resigned to enter the contracting business. He has been with the company five years.

W. H. De Groot has left us to drive a police ambulance. L. W. Ellis is now driving for the Coroner's office. E. Lindell also has been hired away from us after two years' service to drive an ambulance.

W. T. Baxter has returned after being away seven months. Glad to see you back and where have you been?

S. N. Cookston has been granted his customary vacation leave of sixty days for rest and a hunting trip. For the last year he has not missed a single day.

O. J. Ryan has been granted a thirty day leave for a trip East to visit his folks.

E. C. Dalby has been granted a thirty day leave to rest and visit his folks at Fithin, Illinois.

The men are adjusting themselves after the quarterly choice of runs. Some are pleased and some are not.

The opening of school and the extension of service on Beverly and East Ninth Streets have necessitated the putting into service of ten more coaches and men.

W. E. Rinken had the misfortune of having his car and garage burn up Thursday morning.

G. M. Paul is back on the job again after a wonderful eight thousand mile auto trip around the country.

Supervisor D. T. Schantz has returned after touring the East. He went as far as Atlantic City. The speedometer registered seven thousand miles on his car for the trip.

### GARAGE

F. L. Land of the third shift says he will not try to buck Beacon or Lyon any more. He had some furniture stored at San Diego which he wished to bring here. A big-hearted friend loaned him a truck. After navigating Torry Pines, sleep overtook him and he failed to turn at the foot of the grade so landed in a heap on the beach. Luckily, no one was injured, but Land says that by the time he puts the truck in good condition again he doesn't think he will be much ahead on the deal.

For advice on timing Pontiac motors see Andy Seyferth. He can tell you exactly what not to do.

Foreman Ray Anderson is back from his vacation. He says he spent it sitting down.

Douglas Fairbanks doesn't like Chinamen. One of them stole his tools. If he only knew which one! He is now high-toning us with a brand new tool box, lock and everything.

Jack Savage, our racing ace, defeated the police after a chase all over the South end of town, caused by his running through a signal. Now he knows his Dodge will outrun Ovvard's Buick.

Claud Simmons is helping out in Hei-



JACK BAILEY

It is with regret we announce the retirement of Painter O. H. Kerchhoff, who has been with us for the past four years. Kerchhoff came to us from that big gun city, Chicago. There he served fourteen years with the New York Central Railway, working his way up to Painter Foreman and to General Shop Foreman. He also held the title of Vice-General Chairman of Maintenance of Way. Due to the illness of his wife in 1925 he was forced to leave Chicago and come further west. On November 13th, and on Friday, he took up his brushes for Lary. The past four years Lady Luck has smiled upon Kerchhoff and he is going to let good enough alone by spending the rest of his time showing Mrs. Kerchhoff some good times. They plan their future home in San Diego. Good luck and much happiness are the wishes of their many friends here at the Shops.

Mrs. J. Holdsworth was joined at Catalina by her husband, John Holdsworth of the Curtain Department during the week-end of September 21st.

Strangely enough, M. Weller of the Winding Room, in building a forty foot yacht in his backyard with the aid of his wife. There is some question as to whether he will take it to the ocean or use it to come to work in this winter. Weller lives at the low water mark on 109th Street.

stand's place. He has everything but the mustache.

D. B. Sterling is the new foreman on the second shift. O. C. Adams, E. W. Cotterly, A. E. Schwab, R. C. McNally, N. K. Parker, W. W. Jacobson, T. Heidke and J. A. Stanfill are the new men on the second shift. J. Harper is the new mechanic on the third shift.

D. H. Weaver has accepted a driving and sales position with the Sierra Beverage Company of Long Beach.

We wish to extend our sympathy to Foreman George Borngrebe and family. His mother had the misfortune to break her hip and his wife had to undergo a major operation. Last reports are that they are getting along as well as could be expected.

M. Ogden had a nice vacation at Catalina for a week. We are sorry to hear that he is off sick now.

J. M. Heistand is reported to be going to Oklahoma to do some barnstorming in the racing game.

Steen Parker is spending a two weeks vacation in the high Sierras.

The Old Salts Club, consisting of Robert Crawford, Jack Savage, Andy Seyferth, Earl Hansen, Sam Turner and Percy Bozanko were taken for a forty mile boat ride by Mr. Crocker of Westinghouse. Reports are that free ginger ale was served and one Scotchman became sick.

George Oliver and Claude Simmons are now living at Mosquito Bay.

W. Powell can drive all right if too many people aren't talking to him at the same time.

Miss Pearl Hizer was off work Monday to take her mother to the Community Hospital at Long Beach for treatment. We hope the cure will be speedy.

George Oliver has the laugh on George Riggs, who thought the tire job was soft. It is taking him down like the Hollywood diet.



H. K. CONACHER

#### DIVISION ONE

E. F. Bond, Night Foreman, is spending his vacation up north duck hunting with a party of friends from the Operating Department.

George Atkins has traded in his old pavement crusher on a new Overland coach.

The employees of the Mechanical Department wish to extend their sincerest sympathy to A. A. Heffner upon the sudden loss of his brother.

Walter Cole is sporting one of Henry Ford's latest

L. Burr spent his vacation up around San Francisco looking over the country. Has Mare Island changed any in the last twelve years, Roy?

Harry Ogden, who had his car stolen, was fortunate enough to find it down in Long Beach.

#### DIVISION TWO

The boys at this Division wish to take this means to extend their sincerest sym-

pathy to R. O. Clark and family on the passing of his mother

Ward Shelton took a day off last week and paid a visit to the Los Angeles County Fair at Pomona.

Jack Marsden spent one of his recent Sundays off by giving his new Oldsmobile a thorough tryout in the Malibu Lake regions. Jack says the "Olds" came through with flying colors.

Stanley Murray drove down to Ocean-side on the twenty-second of the month, to visit his family, who reside there.

W. Slade has taken a week off to rest up and enjoy himself.

E. Tuppen was off for a week visiting local beaches.

T. Hartely has traded his old Maxwell in on a Nash coach. Tommy evidently wants to keep warm while driving this winter.

George Singer reports a fine vacation part of which he spent in the Sequoia National Park.

Introducing John Lamb, formerly of Indiana, our latest addition to "the gang."

R. Minasian has resigned and is now a true collegian, having enrolled at U.S.C. Good luck, Dick.

Charles DeBaun, Storekeeper, has returned from a delightful two weeks vacation, spent mostly at the beach.

L. Lee intends spending his vacation in the mountains, where he hopes to breakfast on trout every morning.

#### DIVISION THREE

G. B. Magin is back on the job again after spending two weeks in the Sequoia National Park.

Ed Armstrong has been transferred from this Division to Division One as Night Watchman. Good luck, Ed.

H. Wescombe and family returned home on the twelfth of the month from a three weeks trip to his old home town, Vancouver, B. C.

L. Trowbridge has resigned from the services of the Company to accept a position with the Lockheed Aircraft Corporation of Burbank. We all wish him the best of luck.

P. Haywood has returned from a ten day vacation, spent visiting local beaches.

J. H. McClelland has been transferred from the day to the night shift as Watchman.

After a lingering illness, C. E. Barnes, Watchman on the night shift, passed away in Kalamazoo, Michigan, on September the 28th.

#### DIVISION FOUR

J. W. Melvin, Foreman, has returned from his vacation, part of which was spent up on the Kern River fishing. Did we have trout for breakfast? You said something!

J. Alberson is spending a three weeks vacation visiting in Oregon.

Introducing E. F. Hess the latest addition to our round table. Glad to have you with us, Ed.

J. B. Ross has traded his old car in on a 1927 Chevrolet. Hold her down, Jim, and don't forget to grease the universal.

C. Laflin, Storekeeper, spent his vacation in El Durado Springs, Mo.

S. Van Amberg has returned from a

two weeks vacation spent fishing and looking up saxophone jokes.

P. Booth has resigned from the services of the Company after several years of faithful service. Good luck, Paul.

Anyone wishing to know the difference between 110 and 550 volts, just ask M. Morrison, he knows.

#### DIVISION FIVE

T. Cosgrove is spending his vacation up in the mountains on a deer hunt.

A. Shenton has taken a few weeks off to rest up.

A. J. Hayward has returned to work from a two weeks vacation.

I. C. Gordon is at present on his annual deer hunt. Results as yet not known.



H. I. SCHAUBERT

September proved to be a rather interesting month for Charlie McCallister. He very capably filled the various positions of Track Foreman, Paving Inspector, Assistant Supervisor and what have you. Run for President next, Charlie—we'll all vote for you!

The Track Department, with the exception of "Babe" Gravino, broke even on Bevilacqua during the month of September. Angelo left to attend school, and Sam returned from his vacation.

Bill Swearingen, Sam Cohn and Charlie Plume enjoyed a very successful dove hunt on opening day. Many guesses have been made as to why Charlie Plume took a brick to bed with him. "Pink elephants" is one of the favorite guesses.

Charlie has promised to divulge the true facts on October 13th. Don't forget to ask him.

How do they do it? Joe Ovard is now the proud possessor of a new Oakland coupe.

Two new faces are to be seen on the tamping machines. One belongs to E. L. Wills, a new man. The other belongs to D. Baldwin, who has had a perpetual smile since the arrival of a brand new daughter.

Claud Hall boasts of the addition of seven to his dog family, making an even dozen. There are none to spare, however, and all orders must be given in advance.

Johnny Teegarden is back from a rather poor vacation, spent patching up his car and acting as nurse to his wife, who had a rather serious accident the day before Johnny's vacation started.

Herman Liebelt paid an unexpected but necessary visit to Bill Morgan on the 25th. Unexpected because he had only been on his vacation a few days. It was necessary because he had to forego the game of hare and hounds at Agua Caliente to see Bill.

Frank Griffith, fishing expert, baseball statistician, radio technician and switch repairer de luxe, has added another vacation to his long list of accomplishments, that of garage moving. He moved the back end of the garage out when he drove in the other night and the pin dropped out of his brake rod. Hold 'er, Newt!