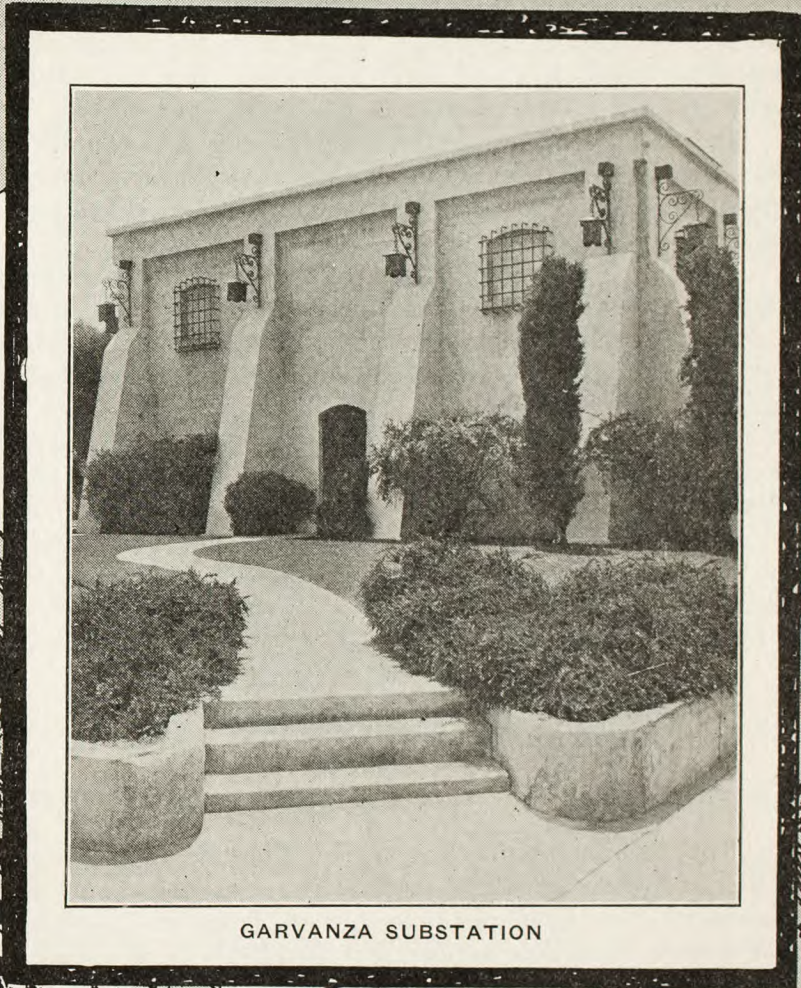


TWO BELLS



GARVANZA SUBSTATION



Getting Along

How frequently do we hear somebody say: "Jim is a good fellow, I suppose, but he and I don't get along very well together," which means that that "somebody", himself, does not "get along" with Jim.

Some of us possess the faculty of saying and doing the right thing at the right time, of saying and doing the thing that is pleasant or acceptable to the other fellow. And some of us are experts in rubbing men the wrong way. Such persons do not "get along" with Jim and Jerry and Julia very well. More than that, they do not always get along with themselves.

It is not always the brain, the intelligence, the knowledge or the experience that gives men leadership over others. More frequently, perhaps, it is *the capacity for developing and maintaining harmonious personal relations*—which is another definition of "getting along" with people.

How often do we find a man of rather mediocre ability in a place of trust and importance, with authority over men who have greater knowledge, greater capacity, so far as the actual work is concerned, but who are not so constituted as to enable them to do their share toward adjusting the differences that enable them to get along with each other.

The man with the greater capacity sometimes stands still on his job simply because of his lack of popularity, that lack being due to his inability to answer the interrogation in the heading of this editorial in the affirmative.

This should not be taken to mean that one should truckle for mere popularity; but the man, who, satisfactory from other aspects, makes it a point to "get along" in a friendly way with those with whom he comes in contact—superiors, equals or subordinates in rank—will "get on", *go forward*, with his "getting along."

Our First Milestone

This issue marks the first yearly milestone in the monthly publication of Two Bells. In September, 1928, the first issue made its appearance in its new form. We modestly believe in our humble opinion, from the numerous contributions of news that come in from time to time, that Two Bells is successfully accomplishing its work as a herald of good cheer and cooperation.

The Whistle

Do you remember Lincoln's story about the little steamer with the big whistle? Every time they tooted the whistle it blew so much steam that the boat stopped running. That's the trouble with lots of people today. If they would use their energy to drive the paddle wheel of opportunity instead of eternally blowing the whistle of discontent they would find themselves going up the stream of success so danged fast that the barnacles of failure wouldn't have a chance in the world to hook onto their little craft.

—Selected.

Two Bells

A Herald of good Cheer and Cooperation.

Vol. X. SEPTEMBER, 1929 No. 9

Published Monthly by and for Employees of the Los Angeles Railway

JANET CONVERSE - - - - - Publicity Manager
 W. T. SHELFORD - - - - - Editor

Family Proves Loyalty in Time of Need

It was during the brief visit of the Graf Zeppelin in Los Angeles. The "E" Line was taxed to capacity rendering service to and from the flying field. Additional men and cars were pressed into service to cope with the situation. It was a mighty hard and long day.

At Santa Barbara and Vermont, about 5:58 p.m. on August 26th, a conductor became very much irritated and, without any warning, walked off his car and was gone.

Motorman-Line Instructor E. J. Barey of Division Two was through his day's work at the time and happened to be passing in his automobile with his wife and two children on their way to see the Zeppelin. Barey could see at once that something was wrong. Cars were beginning to pile up. Quickly sizing up the situation, Barey boarded the car and operated as a conductor to Hawthorne and back to Division Three, while Mrs. Barey took the children home in the automobile.

A motorman to act as a conductor, particularly on the "E" Line, is confronted with a very difficult task. This line, as trainmen are well aware, has many features about it that are not to be found on other lines, and here was a motorman from an entirely different division who overcame the difficulties in a very efficient manner, under the circumstances. It was an outstanding example of loyalty—possibly never witnessed before in the history of the Company.

And now a word of two about Mrs. Barey. Although it was a great disappointment to them all, particularly the children, to miss seeing the giant dirigible, she sensed the necessity of the immediate action to be taken in the emergency and showed her loyalty



THE BAREY FAMILY

Mr. and Mrs.
 E. J. Barey
 Lewis Joseph
 and
 Mary Agnes



to the Company by her splendid cooperation and willingness to cancel her trip in order that her husband might give badly needed help.

Needless to say, official recognition has been made of the act on the part of the Barey family. Motorman Barey has received several personal letters from officials, highly commending him for his excellent work, and in addition he and his family are being compensated as best as may be for the loss of an anticipated trip to the Graf Zeppelin.

"Bob" Hill Back

After a good rest and recreation at his mountain cabin in the Topanga Mountains, R. B. "Bob" Hill, Assistant Manager of Transportation, came back to his desk August 5th.

He looks very much refreshed after his much needed rest and his broad smile indicates "business as usual."

Gallagher is Rescued

The many friends of J. J. Gallagher, Information Man at 7th and Broadway, are glad to know that he was rescued from a watery grave when the S. S. San Juan sank in a very few minutes after colliding with the oil tanker S. C. Dodd.

Gallagher was picked up by the lifeboats of the steamer Munami which was the first vessel to respond to the SOS call. At the time Two Bells is going to press he is in St. Mary's Hospital, San Francisco, suffering from shock and exposure.

Congratulations

C. V. Means, Traffic Manager, celebrates his thirty-fifth year with the Company on September 15th.

Another old-timer to celebrate is C. H. Campbell, Joint Pole and Line Inspector of the Engineering Department who enters his thirty-fifth year of continuous service on September 28th.

Division Three Takes Witness Lead From Four With Low Figure

For the first time since November, 1928, Division Four dropped out of first place in the witness race and allowed Division Three to take the coveted position, but they failed to take the lead with a seven point. However, they did manage to pile up an average of 6.33 with Division Four trailing in second position with 6.30.

Division Five increased its figure over the corresponding month and came third with 5.60.

There is something queer about the cellar position. Trainmen of Division One have been enjoying seclusion in

the lower regions for many months and now Division Two joins them.

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

	July	August	
Div. 4	7.02	Div. 3	6.33
Div. 3	6.07	Div. 4	6.30
Div. 5	5.11	Div. 5	5.60
Div. 2	5.05	Div. 2	4.69
Div. 1	4.74	Div. 1	4.69

The total average for all Divisions for August dropped to 5.48. In July the low figure of 5.57 was reached which was quite a drop from 5.84 for June.

"Shoot If You Will---"

If William Tell craved present-day publicity he would have to discard the apple shooting stunt with a bow and arrow and instead try his hand with an Army Springfield pop-gun and try



E. G. SMITH

to beat the record recently established by Motorman E. G. Smith of Division Two who made a score of 493 out of a possible 500.

Smith is the crack rifle shot of the California Civilian Rifle Team and was selected out of 267 contestants to participate in the national matches to be held at Camp Perry, Ohio, during August and September. He, with eleven other members of the team, embarked on August 21st for Camp Perry to compete with the nation's best shots, and will be there until the end of September.

All expenses to Camp Perry are paid by the Government, and Smith says he looks forward to bringing home some of the trophies. At this meet he will receive a certificate which will qualify him as a civilian instructor in marksmanship.

Smith is the real steel-nerve man of the Los Angeles Railway and is a firm believer that rifle shooting is the best "nerve steadier" or "nerve tonic" for street car work to be had. His biggest regret is that more of our Company men do not take it up. He hopes that some trainmen will want to learn to shoot and he will be very glad to instruct them if they so desire.

Service To U. C. L. A. Commences Sept. 16th

The Wilshire Boulevard Line of the Los Angeles Motor Coach Company will be extended to the University of California at Westwood, Monday, September 16th, operating from Wilshire and Santa Monica Boulevards via Wilshire Boulevard, Westwood Boulevard and private roadways into the University to the western entrance.

Initial service will be every twenty minutes from approximately 7:00 A.M. to 7:00 P.M., with special attention given to arriving times convenient to the time that classes convene. At the start through coaches from Fifth and Hill Streets will operate for the eight o'clock and nine o'clock classes, and also leaving the University at noon, while at other times the shuttle service will be maintained with direct connections with the Wilshire Boulevard line double-deck coaches. Printed time tables are available at the company office.

The one-way fare is twenty-five cents, including transfer to the Los Angeles Railway inner zone, although there will be reduced rates for students. These rates, however, will not carry transfer privileges.

Sunrise Post Holds Dance

The first dance and entertainment held by Sunrise Post, American Legion, on August 23rd, at the Odd Fellows' Hall, Whittier and Esperanza, was voted a big success and a forerunner to bigger dances that are to follow.

The next dance is scheduled for Armistice Day, November 11th, at the same place. This occasion is planned to be one of the best and Commander Gilmore is making early preparations to provide excellent entertainment for a capacity crowd.

Joseph E. Bass Called Beyond

Joseph E. Bass, Superintendent of Substations, passed away suddenly on August 16th.

He entered the services of the Company in May, 1895, as oiler. His efficient work, however, soon qualified him for higher positions and in September, 1910, he was appointed Superintendent.

During his lengthy career in substation work his exemplary leadership and pleasing personality had endeared him to all who came in contact with him. He is survived by his wife, three daughters and one son who have the profound sympathy of his many friends.

Larys Break Even

During the month of August the Lary Baseball Team has been kept pretty busy defending its reputation as a fighting aggregation. Although the summer league has been disbanded because of withdrawal of some of the teams, the Larys have managed to get regular games on Saturdays.

On August 10th, the Larys met the Mission Hosiery and "socked" the latter with a 9 to 7 victory.

On August 17th, the Larys met and defeated the Goodrich Nine on their own grounds—6 to 4.

The game on August 24th between the Larys and Mission Hosiery was a comeback for the latter. This time they trimmed the Larys 9 to 7.

The Larys lost their second game of the month when they met the Wilshire Christian Church team on August 31st. This game resulted in a 7 to 3 victory for the sky pilots.

It is contemplated that the Larys will continue playing through the fall and winter months.

Passes Rigid Exams

Lester J. Ryan, Auditor of the Huntington Land and Improvement Company, has just received word that he passed both the California State Board and the American Institute examinations for Certified Public Accountants held on May 16th and 17th of this year.

Complaints Shrink Bouquets Droop

Judging by August's report of Complaints and Commendations, the complaints went down for the count in the first round with one glorious wallop. In July they piled in 205 strong while August only showed 175, a decrease of 30.

Discourtesy decreased from 53 in July to 40 in August; Starting Too Soon from 19 to 18; Passing Up Passengers from 14 to 8; Carrying Passengers Past Stop from 21 to 20; Dangerous Operation from 2 to 0; Short Change from 18 to 12; Miscellaneous from 29 to 28; Fare and Transfer Trouble, same as last month, 49.

It looks like the complaints are on the defensive now and all classifications are scheduled for an ignominious retreat. It is hoped so, at least.

Commendations Few

Commendations are still headed downhill, with August showing the lowest number for any month so far this year—only 17 as compared to 35 for July.

Macy Track Job

With the completion of the Main Street job the Engineering Department has turned its attention to the track work on Macy Street from Gallardo to Bridge Street. This job calls for 116-pound girder rail to replace the old 72-pound rail.



West Adams and Mont Clair in 1920 when brass buttons were the vogue. Motorman H. L. Edwards of Division Three (right) with his ball and chain, Conductor Eddie Dunn, who is no longer with the Company.

~ If It's Information . . . We Have It! ~



A lot has been said and written about the man who is confronted with the task of rendering public service—he who is courteous and who always carries "a smile in his voice." Trainmen are lauded from time to time by the traveling public for many courtesies extended to them and for the manner in which they give out information. This is all very gratifying.

But right here we are going to switch the spotlight to a young lady who, for the past eight years, has been rendering invaluable service at the Information Desk at the Ticket Office and introduce Miss Ethel Layton. (Ethel, make your bow).

Before we go any further with this article, it might be well to let our readers know that Miss Layton came into the employ of the Company as "green as the hills in springtime." However, with a firm determination to learn everything that possibly could be learned, backed by a personality that was sure to bring her success in her work, she has absorbed a thorough understanding not only of the Company's lines and connections, but of other operating companies' routes, also train and steamship schedules, stage and air transportation, independent coach routes and service, pleasure resorts, hotels, depots, parks and the location of various business and commercial enterprises and of the principal stores in downtown Los Angeles.

Approximately four hundred questions are answered by her daily over the telephone and besides these she is called upon to answer scores of questions at the counter.

Los Angeles being a mecca for tourists, a great number of questions are asked by strangers. A lady from the middle west wants to know where is

the store that has a lobby like a hotel. She is informed by Miss Layton that the store in question is undoubtedly Barker Brothers. A man from New York asks for a list of all hospitals and sanitoriums in Los Angeles and how to go from one to the other without doubling back. Other persons ask for lists of all schools in the city and county; the longest ride in the city for a token; the nicest coach ride and the location of golf courses, playgrounds, churches, theaters, etc.

Many humorous incidents enliven the day. For instance, a male voice inquires over the telephone how long it is necessary to cook a cauliflower. Another call inquires the proper way to bone a fish. Incidentally we may say that these questions were answered.

While this particular bureau may not be the largest in the city, it certainly is one of the busiest. In our interview there were repeated interruptions by telephone and counter inquiries.

Miss Layton keeps a battery of books and folders on all matters of travel, although a majority of questions are answered by memory in a rapid-fire manner. Throughout it all she keeps a friendly smile and says she is a firm believer that courtesy pays. She certainly ought to know. From her vantage point she can tell the effect it has on strangers when information is given accurately, willingly and cheerfully.

The best method of climbing higher is to remain on the level.

The best work is done by men whose consciences won't let them do inferior work.

Commander Gilmore Presents Legion Medal

Before an audience of over four hundred Legionnaires, Frank G. "Happy" Wentz, Past Commander of El Segundo Post and nationally known clown of the American Legion, was presented with a beautiful medal by Sunrise Post, No. 357.



The presentation was made at Lawndale on August 10th, by Commander E. G. Gilmore of Sunrise Post, who stated that the medal was a tribute to a man who had rendered service to the American Legion above and beyond the call of duty. Wentz was also presented with a hand-engraved citation in colors of red, blue, black

and gold on a white background.

Although Wentz has been decorated by no less than 33 Legion Posts in the 17th District, the medal presented to him by Sunrise Post is without doubt the most costly of all. It is of gold with the rising sun in yellow, the American flag in red, white and blue on one side and the Legion colors of blue and gold on the other.

The purpose of the show at Lawndale was to defray expenses for Wentz to attend the National Convention at Louisville, Kentucky, in October. He was presented with a mechanical horse by the Legionnaires so that he could do his clowning stunt in the parade.

His untiring efforts in Legion affairs has won him the respect of every man in the Legion and it is hoped that on his visit to the convention at Louisville he will be able to swing the national convention to Los Angeles in October, 1930.

Sech A Beesness

A short time ago a call came in to the Engineering Department that a swarm of bees were making a hive out of one of the circuit breaker boxes at 116th Street and Broadway.

Armed with all the implements for bee warfare a crew was dispatched to the scene. Every precaution was taken to insure a good job and a sulphur bomb on the end of a stick was placed through a small opening in the box. It proved very effective for pretty soon the buzzing stopped and the bees turned up their toes.

Inside the box was a honeycomb

New Speakeasy



With the installation of the new private telephone exchange at South Park Shops the call "Master Mechanic's Office" has been supplanted by "L. A. Railway—South Park."

This new board provides three trunk lines, Humbolt 2453, 2454 and 2455. Besides these there are three tie lines to the Los Angeles Railway Building. The Master Mechanic's staff and also the operating forces at Division Two are now reached through this board. The following is a partial list:

	Station
Bollette, C. A.	4 or 9
Brittain, J. R.	8
Brown, W. C.	6
Brown, W. T.	6
Buchanan, J. B.	4 or 9
Burchett, F. T.	5
Clarke, J. L.	7
Dickey, T. Y.	1
Hatch, C. L.	8
Kearns, N. M. (Mrs.)	6
Madigan, J. A.	1
Oven, J. H.	3
Robey, F. F.	2
Reynolds, W. T.	4 or 9
Stephens, E. L.	6
Steenrod, J. E.	5
Thun, Carl	3

The young custodian of the board is Miss Minnie E. Fraser, who has been in the employ of the Company since June 1st, 1928. Miss Fraser was formerly an operator with the Southern California Telephone Company. She is a stenographer and handles some of the correspondence of the Master Mechanic's Office in addition to her switchboard duties. This young lady hails from St. Johns, New Brunswick.

with hundreds of small bees that had apparently passed into bee heaven. One of the crew took the comb along as booty. Everything was going along nicely until the fresh air revived one big bee who had not absorbed enough sulphur to keep him down. "If you want the rainbow you must have the rain" buzzed the bee as he sank his stinger into the nice warm flesh of his capturer. There is no moral to this story—it just simply means that no one should take too much for granted.

Square and Compass Doings

At the next stated meeting of the Square and Compass Club initiation of candidates will be held and spectators are promised some new features that will prove very entertaining. The meeting is called for 8:30 p.m., September 21st, in the Masonic Temple, Pico and Figueroa. Refreshments will be served following the initiatory proceedings.

The Third Degree Team and several members of the Club were present and assisted in conferring the Master Master Degree on Cliff Boring of the Auditing Department in Elysian Lodge on August 22nd.

On September 12th, members are reminded of the invitation of Henry S. Orme Lodge to be present and assist in conferring the Master Mason Degree on two Company employes. The Degree Team is looking forward to good support on this occasion.

Legal Questions

Q. Would an agreement for the sale of real property, or any interest therein, be valid unless in writing?

H. T.

A. No.

* * * *

Q. Within what time may property sold for taxes be redeemed?

G. McR.

A. Within five years by the payment of taxes, penalties, costs, etc.

* * * *

Q. Would the consent of a child be necessary to its adoption?

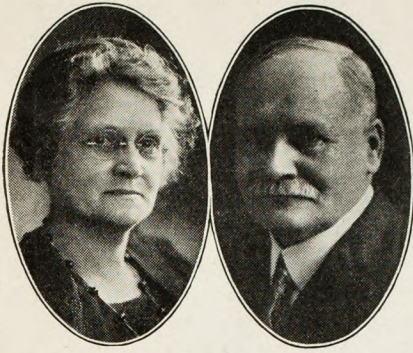
R. P.

A. Only providing that the child is over 12 years of age.



This cute little bit of femininity is Miss Dorothy Margaret, 15 months old daughter of Carpenter E. Perry of the Carpenter Shop at South Park.

Wedded 50 Years



Fifty years of marital bliss is an achievement in the present day of jazz, bob, cigaret and hip flask and to Mr. and Mrs. F. W. Buswell go the congratulations of their many friends in honor of their golden wedding anniversary.

With immediate members of the family present they were the guests of their daughter, Mrs. R. J. Hardwood, of Hollywood, where a quiet celebration of the occasion was held. A dinner with friends was also enjoyed at the Mission Inn at Riverside.

The happy couple were married in Minneapolis, Minnesota, on August 13, 1879. Ten years later they moved to Los Angeles and on May 8, 1905, Buswell started with the Company in the mill at South Park Shops. For his proficient work in this department he was later promoted to Foreman, which position he still holds.

Mr. and Mrs. Buswell have made their home at 5445 8th Avenue. Their many years of residence in Los Angeles has made them staunch natives and Two Bells joins with their many friends in wishing them continued health and happiness and many more anniversaries.



George Kleinschmidt of Division Three shows some visiting friends from Manitowoc, Wisconsin, the wonders of the Yosemite National Park. In the photo from left to right are Mr. Kleinschmidt, Mrs. E. C. Dunning, Mrs. Kleinschmidt and Mr. E. C. Dunning. The picture was taken on top of Glacier Point and Nevada Falls can be seen in the distance.

Romance of The Rails

By E. L. Lewis
(Sixth Installment)

With the construction and operation of the street railway to Boyle Heights, in February, 1877, there ended the first intensive period of street railway building in Los Angeles, which started December, 1873, with a franchise for the first time by Judge Robert M. Widney, and which went into operation on July 1, 1874.

The lines that had been built evidently did not produce financial returns of sufficient volume to encourage the owners to make extensions of their lines or others to engage in like enterprises, as there were no franchises applied for between June, 1875, and September, 1882, when I. W. Hellman asked for a franchise for a new line for a period of thirty years, "for the purpose of constructing one line of iron railroad with broad gauge, flat rails, and propelled by horses or mules" on the line commencing at a point on San Fernando Street, just north of Ann Street and running via San Fernando, College, North Broadway, Short Street, New High Street, Marchessault Street, Main Street, First Street, Spring Street, Fifth Street, Olive Street, Twelfth Street, Figueroa Street to Washington Street.

Many of the names used in this description of the route were unknown at the time the franchise was granted.

Another franchise was, a little later, secured to extend the north end of the franchise to Sotello Street. Work was started on this line in July, 1883, and proceeded with unusual dispatch, as we find that the track had been extended from Twelfth and Olive Streets to North Broadway and College Street, on September 8, and on September 18 operation of cars was started from the Plaza south to Twelfth and Hope Streets, and to the north terminus at Sotello Street, on October 8. The south end operations were not extended to Washington and Figueroa Streets until August, 1884.

The building of this line was very much against the wishes of the owners of the original line to the Southern Pacific depot and east Los Angeles, known as the "Spring and Sixth Street Line," and they interposed legal proceedings to check the building of the line north of the Plaza, and at the same time started to double-track their own line north from that point.

The City Council came to the aid of the new line, known by some as "The Hellman Line," but operating as "The

City Railway Company," and instructed the City Attorney to begin proceedings forfeiting the franchise of the Spring and Sixth Street Line on various counts.

This litigation brought about a modification of feeling on both sides, no doubt, as on September 21 they entered into an agreement whereby the City Railway Company could construct their line and the Spring and Sixth Street Railway would route their north-bound cars from the Plaza via Olvera, Macy and Alameda Streets, to San Fernando Street.

(To be Continued)

Fishermen's Luck



Fishermen of Division Two substantiate their prowess with real catches. Top: Conductor-Line Instructor A. H. Huffmeier and Conductor T. D. Starks. Bottom: Conductor H. Bruggerman with some of his prize beauties.

Direct Connections

Under a new schedule which went into effect Sunday, September 1st, the coaches of the Beverly Boulevard Line and cars on the "I" Line are making direct and immediate connections at Beverly Boulevard and Bonnie Brae Street.

The new schedule provides for a ten minute headway with a minimum of seven minutes over a short period of the day.



Awards

For (1) Motorman H. O. Boutwell and Conductors (14) J. E. Bohler and (34) J. G. Liles, all of Division Three and (20) Conductor H. Cannon of Division Two from Miss Ella M. Kennedy for their universal courtesy and efficiency.

For (2) Conductor O. C. White of Division Three from F. H. Carr for helping an elderly lady off the car.

For (3) Motorman R. J. Harris of Division Three from Sam Freeman for courtesy.

For (4) Conductor J. C. Griffin of Division Two from Ford Ashman Carpenter, who commends him for his good management and for looking after the comfort and welfare of those who ride his car.

For (5) Conductor H. H. Wulf of Division One from A. J. Davis, who greatly appreciates his lending a helping hand to those who need it, especially so during the past month as Mr. Davis has been on crutches.

For (6) Conductor J. A. Weathers of Division Four and (15) Motorman H. V. Cage and Conductors (17) J. M. Crane and (8) G. Laird, all of Division Five, from E. M. Williamson for their courtesy and efficiency.

For (7) Conductor J. T. Little of Division Two from James Gordon Bennett, who highly commends him for his outstanding good qualities.

For (9) Conductor T. D. Hall of Division Three from Mrs. Nettie Stiefel for his courteousness.

For (10) Conductor H. J. Meadows of Division Five from Theodore Berth for his patience in handling difficult situations and his efficiency.

For (11) Motorman O. Klages and (22) Conductor S. R. Leckey, both of Division Three, from Philip Kolbly, for the efficient way in which they handle their car through the traffic and for the consideration they have for their passengers.

For (12) Conductor C. R. Hasemeyer of Division Three from Edward D. Neill for his thoughtfulness and kindness.

For (13) Conductor W. R. Nichols of Division Five from Mrs. A. Pawley of Downey, who desires to show her gratitude for his lending her part of her fare on a recent trip to Los Angeles.

For (16) Conductor E. B. Wright of Division Three from Mrs. Ethel L. Lazio for his politeness to her and for maintaining his courteous demeanor in dealing with a rude passenger.

For (18) Conductor L. E. Harper of Division Five from Mrs. James O'Leary, who has written in to express her appreciation of the courtesy and kindnesses shown her from time to time.

For (19) Motorman E. D. Smith of Division Four from Mrs. N. Anderson, who states in part: "I have traveled on his carline for years and I have never met a more courteous and accommodating trainman."

For (21) Conductor E. E. Wilke of Division Four from M. McKee Rice for the courteous and efficient manner in which he performs his duty at all times.

For (23) Conductor J. J. Cresto of Division Four from Lillian J. Bulpin, who states: "I was on a southbound 'P' car this evening. A blind man got on the car and the conductor led him safely through the crowded car and piloted him to a seat. I always hold the LARY men up for efficiency in service, and they prove it a great many times every day.

For (24) Conductor N. W. Wagner of Division Two from Mrs. C. Thorpe for the courteous way in which he gives out information to his passengers.

For (25) Conductor C. F. Fitzgerald of Division Two from Miss Lenora K. Garver for the interest shown in his passengers' welfare, giving information cheerfully and seeing that they have the correct understanding in regard to transfers.

For (26) Conductor J. W. Allen of Division Three from Mrs. Olive Felli-

son for seeing that his passengers get off at the right stops and for the interest he takes in their welfare and safety.

Conductor I. Gasparro (32) of Division Three has been the recipient of an unusual number of commendations this past month and it would greatly tax one's stock of superlatives to tell all the nice things that have been said about him.

Dr. W. R. Groshell, who is blind, has written a most interesting letter concerning Conductor Gasparro. He states that he has been riding on Conductor Gasparro's car for about eight years, and has known him as "a fine, gentlemanly and kindly conductor, who, for this period of time has come across my path many times. As I am blind I wish to say that whenever one who lacks sight meets with such courtesy and unsolicited helpfulness as I have met in Mr. Gasparro, it is something to remember.

"Mr. Gasparro is right at the door of his car to help me on and when I get off he is there to help me. Furthermore, he kindly offers to take me across the street, even though this may cause a delay in the movement of his car."

Conductor Gasparro has also been highly commended by Miss Marie L. Hovard for always having the welfare and safety of his passengers uppermost in mind and for the conscientious manner in which he handles his work.

Miss Martha Heitland has written in to commend him on his courteousness and efficiency.

Mr. Montgomery G. Rice from the law office of Roger Marchetti has written as follows: "This morning I was riding on a car on Hill Street. I had occasion to note the courtesy, alertness and general efficiency of Conductor 662, first toward myself and afterward toward other passengers."

For (27) Conductor N. S. Thomas of Division One from Mrs. Carol for his thoughtfulness and pleasant manner.

For (28) Conductor W. E. Marsh of Division One from J. A. Stearns, who states in part: "I wish to express to you my appreciation of the courtesy of the conductors on the 7th Street Line. Yesterday Conductor Marsh was so helpful in finding me a seat that I should like to thank him through you. I should also like to thank other conductors, whose numbers I cannot always secure."

For (29) Motorman F. M. Newell of

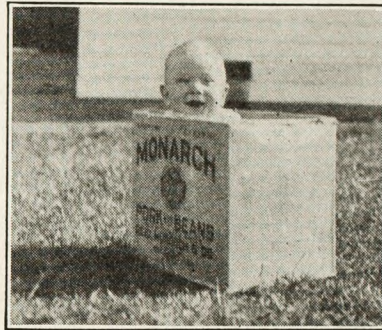
Division Three from C. C. Closson for his care and courtesy.

For (30) Conductor O. E. Goodwin of Division Four from Mrs. E. A. Knoller for his unflinching kindness and efficiency.

For (31) Conductor S. E. Merriweather of Division Two for advancing carfare when he could not change a ten dollar bill.

For (33) Conductor J. R. Holland of Division Three from Nurse Miriam Jean Rollins, who states in part: "Never have I met a more courteous, conscientious man."

For (35) Conductor D. A. Hinds of Division One from E. H. Hollingshead for his courtesy and service to passengers.



Monarch of all he surveys! The seven months old ruler of the Edwards family—King Edwards. His daddy is Motorman H. L. Edwards of Division Three.

Division Assignments

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

To Division One: Motormen C. C. Rickey, D. J. Clark, R. T. Scott, G. B. Tichenor, B. C. Ray. To Division Two: Motormen G. W. Buffington, H. E. Scrivner, J. M. Kirkpatrick, A. T. Cameron, A. L. Alger, J. R. Morgan, H. P. Kishner, W. Hubel, Conductors H. H. Lilly, T. R. Kline, R. L. Cave, G. E. Moore. To Division Three: Motormen G. Atkinson, C. G. Rigney, G. E. Townsend, O. M. Olson, Conductors T. R. Bonner, W. B. Eddy, L. Snyder. To Division Four: Motormen C. A. Shirley, K. L. Carson, R. E. Chapman, A. F. Burnette, J. A. Buntton, H. H. Jensen, Conductors F. K. Connor, C. T. P. Richardson, J. P. Brennan, P. Hodgson, L. C. Whitt, H. E. Gray, O. P. Rice, E. D. Eames, Safety Operators E. B. Adams, B. R. Grant, R. F. Felm. To Division Five: Motormen M. D. Emery, J. E. Dickerson, J. L. Carter, L. P. Womack, C. W. Davis, H. Q. Kendall, H. P. Unruh, Conductor J. A. Gauley.

Are You Protected?

Possibly every employe in the Company is fully aware of the new Motor Vehicle Act signed by Governor Young which became effective August 13th and is known as the Operators' and Owners' Financial Responsibility Law.

For those who may not be familiar with its provisions, the following is an excerpt:

"The operator's or chauffeur's license and all of the registration certificates, of any person, shall be forthwith suspended by the Chief of the Division of Motor Vehicles in the following event:

"On his failure to satisfy every judgment within fifteen days from the time it shall have become final, rendered against him by a court of the United States, for damages on account of personal injury, or damages to property in excess of \$100.00, resulting from the ownership or operation of a motor vehicle, by him, his agent, or any other person with the express or implied consent of the owner. The licenses and certificates shall remain so suspended and shall not be renewed nor shall any other motor vehicle be thereafter registered in his name while any such judgment remains unsatisfied and subsisting and until the said person gives proof of his ability to respond to damages . . . purposes of this section only a judg-

"Provided, however, that for the purposes of this section, only a judgment shall be considered satisfied if payment shall be made of \$5,000, \$10,000 for personal injuries and \$1,000 for property damage . . ."

While insurance is not compulsory, protection in case of accident is advisable. By means of group insurance, premiums can be procured by employes at greatly reduced rates and anyone interested can get information and rates by applying to their Division Superintendent or department head.

TO WIN AN ARGUMENT AND LOSE A PATRON IS MIGHTY POOR BUSINESS.





Larry Laughs



Lucky old boys! They did their kissing when a girl didn't taste of anything but girl.

"So your little boy wasn't really lost?"
"No; we found him under the Sunday paper."

O, tell me, please, for goodness sakes: Must night fall because day breaks? Must fleas fly because flies flee? Must ships have eyes when they go to sea? Must pens be pushed and pencils lead? Must there be spring in the ocean bed? But, most of all, I want an answer, Is a busy-body a hula dancer?

America has no great cathedrals, but you should see some of the modern bath-rooms.

Mose: "What would yo' do ef de Klu Kluxers sent yo' a letter?"
Eph'am: "Boy, Ah'd sho read dat mis-sive on de train!"

Wife—I took this recipe for this cake out of a cook book.
Husband—You did perfectly right. It should never have been put in.

"What's the trouble, son?"
"Daddy, I picked up a bug, and one end of him wasn't insulated."

A shoulder strap prevents an attraction from becoming a sensation.

Some rich men are handicapped by blonded indebtedness.

It's the little things that bother us. You can sit down on a mountain in comfort, but not on a tack.

"Imagine my embarrassment," said Dumb Dora, "when, according to my usual custom, I looked under the bed before retiring. I had forgotten that I was in an upper berth."

"Two cents worth the mixed nuts," said Andy MacPherson to the proprietor of the nut store; "and be sure and put in a couple of cocoanuts."

Parson: "Does you-all take this man fo' bethah or fo' worse?"
Bride: "Lan' sake, how kin Ah tell so soon?"

"You're positive her accident was faked?"
"Sure. She said her heel caught in the hem of her dress."

Teacher: "It gives me great pleasure to mark you 85 on your examination."
Jimmy: "Why not make it 100 and give yourself a real thrill."

Wife: "John, I'm writing a paper on calendar reform for our club. Do you know which Pope gave us our present calendar?"

Husband: "Pope! Good heavens! I thought it came from our grocer."

She—This dining room goes back to Louis the Fourteenth.

He—That's nothing. My whole sitting room set goes back to Sears, Roebuck, the fifteenth.



Telephone Operator—I have your party. Deposit five cents, please.
Souise, at pay station—Whazzat?
Operator—Please deposit your money.
Souise—Listen, girly, what I wan's a conversash'n from a fren; not financial advice from a stranger.

A New York actress was giving a benefit performance at Sing Sing.
"Stone walls do not a prison make, nor iron bars a cage," she trilled.
From the back of the room a deep voice ejected: "But, lady, how they do help!"

Mrs. Sporty—I've put your dress shirt on the clotheshorse.
Mr. Sporty—What odds did you get?

LET US LAUGH!

It's a short, short life we live here,
So let us laugh while we may,
With a song for every moment
Of the whole bright day,
What's the use of looking gloomy,
Oh what's the good of our tears,
When we know a mummy's had no fun
For the last three thousand years.

"I went down by de gas woiks do odder night wid de idee o' pickin myself up a dame. So I eases de chariot up to de edge o' de curb, and gives a nifty frail de O, O."

"Howdy, little pansy blossom," I peeps, "Wot's de dope?"

"Aw, go have a puncture," she pipes up.

"Wanna go for a little gallop?" I chirps.

"How's de gas?" she comes back.
"Plenty," says I.

"Well, step on it," she sings out.
"Boy, I ain't been so putrefied since de foist time I wore pajamas."

He (twice nicked by the razor)—"Hey, barber, gimmie a glass of water."

Barber—"Whassa matter, hair in your mouth?"

He—"No; I wanna see if my neck leaks."

Physician (to rich patient): "You're all run down. I suggest that you lay off golf for a while and get a good rest at your office."

Salesman: "Something in golf apparel, Madame?"

Fair Purchaser: "I would like to see some handicaps, large size, please. My husband said if he'd had a big enough handicap he'd have won that golf tournament."

It's a wise cork that knows its own pop.

Lost Balloonist (as his ship swings low over a farmhouse): Ahoy! Where am I?
Farmer: Heh, heh! Can't fool me. You're up there in that fool basket. Giddap, Bess.

A colored boy was strolling through a cemetery reading the inscriptions on the tombstones. He came to one which read, "Not dead, but sleeping."
Scratching his head, the negro remarked: "He sure ain't foolin' nobody but hisself."

"What did the seasick man say when you asked him if you could bring him anything else?"
He said, "Bring me an island."

Algernon (reading joke): "Fancy this, Percy, a chap here thinks that a football coach has four wheels."
Percy: "Haw, haw! And how many wheels has the bally thing?"

Nice Kid (at his first circus): "Oooo, that's an elephant!"
Newsy: "'N elephant, that all you know! Ain't I seen them things in the papers every day wid GOP right on 'em? I tell ya, it's a gop."



Two years ago Motorman Harry Bush of Division Five went on a deer hunting trip to Camp Wishon. He took Motorman Lawrence Schoffner along with him. Mr. Henderson, life time friend of Harry's and ex-employee of the Los Angeles Railway, was already at Camp Wishon. With Mr. Henderson's party was his niece. The first day out found the young lady and Lawrence very much together, the dears couldn't help but being noticed. Anyway, the hunting trip proved to be a huge success for Dan Cupid. After the boys got back on the job Harry noticed that Schoffner was not to be found from Saturday afternoon to Monday morning and it was found that he was doing some hunting that is always in season. Nothing was said by Schoffner to anybody until Monday, August 5th, when he let out the news that he was married on Sunday, August 4th, 1929, at Agua Caliente. Congratulations, Mr. and Mrs. Schoffner.

* * * *

This is to confirm the rumor published in last issue of Two Bells concerning the marriage of Motorman C. E. Yocum. He is really married and seems to be very happy. It is reported that his bride is the sister of our popular Conductor, L. C. Price of Division One.

* * * *

An illustrated short story. The picture: a big box of cigars. The story: a card on the box bearing the words, "Yes, Conductor J. M. Strickfaden of Division One is married."

* * * *

Cash Receiver W. B. McAdams of Division Two and Miss Carrie Stafford were married at Riverside on August 4th at the home of the bride's sister. Mrs. McAdams is Secretary to the Superintendent of Schools. Mac passed the cigars around and everybody is happy.

Maybe water won't run up a hill, but out where we live it will run up a bill—and how!

Pipe dreams come true sometimes—for plumbers.

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

Appreciation

We wish to express to our many friends our appreciation and thanks for the beautiful flowers and kind thoughts which accompanied them in our hour of bereavement.

Mrs. Jennie S. Bass and family.

* * *

You will let me call you friends, for such you have been to us during the past years of Mr. Moore's affliction. Words cannot express what you have meant to us, and the close, sympathetic, and helpful touch which you have kept with Mr. Moore in his failing years have been a part of his very life. And now that he needs nothing more the benefit that you are extending to me, his wife, in my time of need, is appreciated to the very full. And the beautiful floral tribute cheered our sorrowing hearts. May God send to each one of you kind, sympathetic friends in your time of affliction.

Mrs. G. E. Moore.

* * *

It is with sincere appreciation that we acknowledge your kind expressions of sympathy in our recent bereavement.

Mr. Thomas C. Childs.

Mr. and Mrs. DeForrest C. Tuttle and family.

Mr. and Mrs. Harry T. Tuttle and family.

* * *

We wish to express our thanks to the members of the Cooperative Association for their expression of sympathy and flowers; also for the prompt attention in the matter of insurance.

R. C. Jones.

Mrs. Frances J. Wilson and family.

The Motorman's Roundelay

The following poem is submitted by R. C. Smith who was formerly a motorman at Division Four and later at Division Two. Mr. Smith is now with the Portland Electric Power Company as operator:

Jingle, jingle, traffic bell.

How I wish you were in hell.

Please give me back that handsome cop

Who could say GO, as well as STOP.

For he is a man with a soul,

But you are just a painted pole.

You are always green if I'm ahead,

But if I'm late, you are always red.

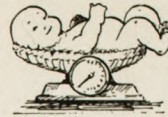
And every time I go to start

You almost break my manly heart

With your jingle, jingle, little bell,

How I wish you were in hell.

—Pepero Synchronizer.



Births

The home of Motorman U. E. Dunn of Division One was made happy on August 27th by the arrival of a fine eight pound boy.

* * *

Conductor T. D. Hall of Division Three was passing around the cigars announcing the arrival of a 8¼ pound boy, born on August 13th. Mother and baby are doing fine.

* * *

Born to the Born family—a seven pound bundle of sweetness, Vera Marie, who arrived August 13th. Mother and daughter are doing nicely.

W. J. Born, Head Timekeeper, beamingly announced the auspicious occasion with the customary procedure of passing the cigars.

* * *

J. F. Ring of the Motor Coach Division is to be congratulated as a proud papa. We do not know whether it is a boy or girl but understand the principal participants are doing fine.

* * *

Clerk B. I. Derry of Division Two took his vacation the last week of August to welcome the arrival of Byron Horace, who tipped the scales at eleven pounds. He was born on August 17th.



This little miss is Lillian Johnston, 9 year old daughter of Dan H. Johnston of the Schedule Department. Her daddy is also Recording Secretary of the Square and Compass Club.



Four generations of the Wescombe family: On the right is Harry Wescombe, Machinist of Division Three Mechanical Department. The other members of the family tree are his grandfather, father and son. Billy is the youngest of the group with three years to his credit while his great-grandfather boasts of the good old age of eighty-eight years and still going strong.

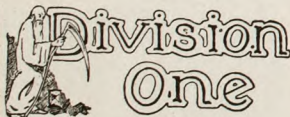
For Sale

Child's Automobile, Packard, very good condition, hardly been used. Good tires, windshield, bell, etc., cost \$30. Will take \$8. Child has outgrown the car. Can be seen at 4432 East 2nd Street, off Ford Blvd., half block west. This is a real bargain.

Four Room House for sale on lot 40x137 feet to alley. Price \$3,000. W. D. Smith, Mill Department, South Park Shops or 149 West 89th Street.

160 Acres in South Dakota, 13 miles from County Seat, 5 miles to railroad station, adjoining Government townsite. Railroad survey across ranch. 120 acres fenced, 30 acres broken for buildings, fine for corn, wheat, oats or alfalfa. F. M. Smallidge, 665 Central Avenue.

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



H. N. COLE

The three fliers, Motormen G. B. Riley, L. L. Nelson and R. Montgomery, who hopped off for some point up north over a month ago, have returned, but their plane is resting in a farmer's field near Sacramento. In landing they did not see an irrigation ditch hidden in the grass. They speeded up to clear the ditch and

ran into a fence, demolishing both fence and plane. Undaunted, they are negotiating for a new machine.

After being confined home for eleven months on account of an aggravated case of rheumatism Motorman F. J. A. Sharon is back on the job minus about forty pounds in weight.

Motorman I. T. Schuler has returned from a most delightful automobile trip to Kansas City.

Without missing a stroke, Motorman J. H. Johnson drove his new Ford Sedan to Oklahoma and back. His family were with him and he reports a wonderful trip.

Motorman S. B. Sloane has returned to his duties after being off on the sick list for several months.

With sixty days ahead and nothing to do, Conductor P. J. Gerhardt and his wife boarded a train August 17th for Chicago, Milwaukee and other points in the middle west.

Motorman Ed Worsley took a day off and drove up in Mint Canyon where he encountered a severe thunder storm. He had his wife with him, so we will have to believe what he says.

It seems that Motorman Dave Rogers was born lucky as well as good looking. For the second time during the past few months he has been the recipient of a substantial reward for turning in lost articles.

While his wife was sojourning at Huntington Beach, Conductor G. E. Robinson took a trip to Canada.

At this time Traffic Men Burke and Moore, both formerly of this Division, are wending their way toward Portland, Seattle and Vancouver. Seattle is Burke's old home and for seven years he followed the street car business there.

The first day of the hunting season found Conductor Ed Urban and George Williams on the job. They saw one deer but while they were trying to decide whether it was a deer or a cow, the animal turned and walked away. Two shots were fired but the deer continued to walk slowly away.

There are only two Ace automobiles in the city and Motorman D. F. L. Buck owns both of them. He recently lost one of his steps in an accident, also some other parts were damaged, and he was compelled to purchase the other machine outright in order to get the necessary parts for repairs.

For several days Conductor Pat Kelley had one of his eyes out of commission and it was rumored that he had been engaged in a battle with about a dozen men. The truth of the matter is, his little grandchild merely poked his finger in grandpop's eye.

Conductor H. I. Frye is on the notable-to-work list on account of an accident sustained at Vernon and Santa Fe about a month ago while working traffic. An automobile was the cause of it all, but details are lacking.

Motorman-Line Instructor L. G. Nethersole is at least a truthful fisherman. He says he sat on a barge and fished all day and didn't even get a nibble.

Motorman-Line Instructor G. L. Ker has recovered from his recent illness sufficiently to be able to work a pair of trippers each day.



H. F. NELSON

Motorman E. G. Smith is away on leave at Camp Berry, Ohio. He drew fourth place on the Civilian Team for State Rifle Shoot, and will compete at the National Rifle Association Meet at Camp Perry. Here's hoping he brings home the bacon.

Conductor G. E. O'Bar spent several days at Big Pine Camp and reports it as a good place to go to spend your vacation.

Conductor A. L. Bristol has returned to work after spending several weeks on a fishing trip. He caught the limit of trout several times. Foreman J. A. Madigan never having tasted trout aroused Al's pity so he rushed home and came back with a nice speckled trout about fourteen inches long and presented it to him.

While we are on the subject of fish we'll relate a little experience Conductor W. P. Atwood encountered with a hammerhead shark. W. P. played Mr. Shark for nearly six hours and after shooting him full of lead, landed him. The shark tipped the scales at about three hundred and he says it was a real day's work. Owing to the rough water their motor got a bath and they spent the night in the channel in a twenty-two foot boat waiting for the sun to come up next morning to dry out the motor so they could get started. They tried using a blanket for a sail, but before they could get to San Pedro the wind died down, so all they could do was go to bed and take life easy until morning.

When a man is in the habit of missing out now and then he is very apt to miss out no matter where he happens to be. The night of August 28th Conductor E. E. Riley was announcing the fights at the Southgate Athletic Club. Everything was all set for the fourth bout, fighters, seconds and referee all in the ring rarin' to go, but no announcer. Finally Riley showed up, pulled his Tobey spiel and the fight was on.

Superintendent T. Y. Dickey pulled the disappearing act on the morning of the 18th, and is away up north where the trout fight white men. Nothing has been heard from him so he must be pretty busy pulling them in. We'll let you know how long the largest one was in the next issue. Madigan is holding down the swivel chair during his absence.

Our Stenographer, Mrs. Louise Finley, is also taking life easy for a week. Her daughters have arrived from New Mexico where they had spent the summer and the three of them are celebrating before school starts.

Motorman A. J. Skinner, who has been spending his vacation in Canada, sent word back that he would stay in Canada for the present and to accept his resigna-

tion. He'll be thinking of good old Los Angeles in a couple of months and it would be no great surprise to us to see him back again in the near future.

Conductor M. C. Matthews and his mother are now on their way to Iowa and Ohio via Cadillac. They expect to be gone about thirty days.

Conductor J. L. Davis is spending sixty days with his mother in Clearfield, Pennsylvania. He is another man that believes in taking his days off all in a bunch.

Having spent thirty days visiting relatives at Fall Creek, Oregon, Conductor J. G. Frantz is again back on the "S" Line doing his daily dozen.

Thinking that he would like to try business for himself, Motorman-Line Instructor H. Van Riper resigned and is opening a service station at 162nd and Western. Here's wishing him luck in his new venture.

Motormen W. D. Billips and E. C. Fisher spent ten days seeing the sights at Yosemite Park.

Motorman R. H. Warren spent two weeks visiting at Redman, Oregon, and is again back on the job.

Conductor G. G. Melick spent three weeks seeing the sights around San Francisco and resting up at home.

Motorman T. A. Brewer and Conductor E. E. Sanders were granted thirty days in which to do some hunting and fishing at Mt. Shasta.

Others who took short vacations to rest up in are: Conductors C. F. Eastman, L. T. Frise, A. L. Reaugh, E. A. Moxley, C. W. Dunn, J. H. McLeod, E. H. Trapp, S. C. Scott, D. MacTaggart, A. H. Huffmeier and Motormen H. R. Elsmore, W. F. Cooper, L. C. Asseeff, V. E. Scott, D. E. Fletcher and F. C. Sommers.

Motorman-Line Instructor J. R. Gibbs is touring Utah in the old Ford for the next thirty days. Let's hope he makes it back to Los Angeles O.K.

V. E. Neeley, formerly a Conductor at Division Two, who resigned some months ago, dropped in to say hello. He is on the Fire Department and thinks a lot of his new position.

Motorman D. W. Stagg, who broke his arm some weeks ago while cranking his car, is back on the job once more none the worse for his experience.

Conductor F. J. Nimz while alighting from his car at Slauson and Central to change ends was knocked down by an auto and was dragged several feet. He suffered a broken arm, a broken leg and minor injuries. He is at the Good Samaritan Hospital and is getting along as well as can be expected, but says it is pretty lonesome there and he'd like to have any of the boys drop in and say hello who are down that way.

Conductor W. V. McCafferty is recuperating from an operation and expects to be able to return to work in a week or so.

They all come back if you give them time. Conductor R. L. Cave is again working the back end after trying New York City out for several months. He found it not so good.

Conductor O. B. Landrum, who has been flagging for the past year is again back on the road and at present is working a hold-down on the "H" Line.

Conductor E. F. Durkin who was on leave to Decatur, Illinois, because of the

ill health of his father sent in his resignation as he found it necessary to remain at home.



Division Three

L. VOLNER

Having finished breaking in his new men, Motorman-Line Instructor F. M. Osborne has gone on an auto trip to Washington, where he will spend his vacation on his uncle's ranch.

After a two weeks vacation our Superintendent George E. Ferguson is back in the office.

Not getting enough exercise in hiking to his cabin on the West Fork of the San Gabriel River about ten miles from Sierra Madre, Motorman Wm. Pearson, "Hiking Mike," is building another cabin farther from the city, and where he will be more removed from civilization, so as to get more exercise, and not be bothered with visitors.

Now that the flowers he planted in front of the office building are looking fine Switchman Charlie Merrill is taking his vacation. During his absence Extra Switchman J. R. Grose is substituting for him.

Motorman-Line Instructor F. L. Leadbetter has returned from a delightful trip to Portland. The trip was made by auto, going one route and returning a different one. On his return, he stopped at San Francisco and visited some of his old street-car friends.

On August 13th, Switchman W. H. Meloy and party took another one of their famous fishing trips to Hermosa Beach. Tom Maitland, an ex-motorman, was skipper of the boat. The following men made up the party: F. Stausa, C. L. Westenburg and son Carl, J. S. York, W. L. Formby, A. F. Eckenwiler and son-in-law, H. T. Warren, W. O. Butler, H. L. Zimmerman, R. E. Parker, C. W. Merrill, O. A. Dixon, Alport and John Alexander. Harry Tuttle, manager of the Car Barn Cafe, was to have been a member of the party but owing to the death of his mother on August 11th he cancelled the trip, but fixed up a nice lunch for the entire party. All the men of this division extend their profound sympathy to Mr. Tuttle in his bereavement.

Ex-Motorman McCarthy who used to work out of this division but moved to San Francisco recently motored down from the Bay City and greeted his old friends.

Motorman John Corsen is taking an involuntary vacation. While his daughter was driving the car through the Sequoia National Park, she ran off the road, injuring Mr. Corsen and he has been unable to return to duty.

Motorman L. W. Kerr and Conductor J. G. Liles departed on August 25th by auto. Mr. Kerr is to visit in Kansas and Liles will spend his time in St. Louis.

Conductor A. L. Morris is on a visit to his ranch near Porterville. Mr. Morris has gone at this time so as to help with his peach crop.

Motorman K. Mazurkewitz and family spent several days during the month in

the vicinity of San Diego and Tia Juana.

After spending a few weeks in the northwest Conductor Jarvis Phillips is back on duty. We could not find out if he visited Canada on his trip.

Conductor T. G. Cumberland is visiting relatives in Nova Scotia.

Motorman C. H. Blackburn is on a ninety days visit to Arizona.

Motorman John L. Baier had a ninety days leave to visit in Chicago, but he found it so hot there he has returned to duty.

A card received from Motorman Geo. Richter who was at the time in Sweden on his way to Germany, says the glasses of beer are getting bigger and better the nearer he gets to his destination.

Motorman-Line Instructor G. V. Hopkins has a parrot for sale. Now there is quite a story connected with this bird which we cannot print, but Mr. Hopkins will tell you.



Division Four

C. J. KNITTLE

"School days, school days, dear old golden rule days." Somehow or other the passing of summer and the call of the old school bell must bring a sigh of relief from the hundreds of trainmen who stuck to their posts without a murmur the day after 4th and Vermont caved in, and the Shrine Convention with its late night parades, then the Elk's Convention with its evening spectacles and last but of no less importance—the arrival, stay and departure of the Graf Zeppelin. I am sure Superintendent Wimberly is especially grateful to his men here at Division Four for the courtesy and service they rendered in the above events and for the spirit they showed to those certain people who are thankful for a buggy-ride but rode the street cars to the Iowa Picnic.

About two months ago Motorman Dusty Rhoades was O. K'd for the duties of switchman and after relaxing a month from this fatiguing study Dusty went over to the police station to apply for a driver's license and was prepared for a 100% questionnaire. After answering all the "Rights" and "Wrongs," the officer informed him he answered every question just backwards. The "Rights" were wrong and the "Wrongs" were right. But the officer decided Dusty knew something about it and gave him a license.

A fishing party composed of Motormen Bray, Stevens, Easley and Doll, Conductors Snow and MacKenzie and Safety Operator Nelson shoved off from Redondo, August 16th. Doll managed to catch one fish but took a sudden notion of generosity to feed the rest. The gang begged him not to be so big hearted but Doll had lost control of his innermost regions and was finally carried ashore and taken home in a taxi.

Motorman "Cockey" Roach has started a hot dog and hamburger stand at 6th and Alameda. Mrs. Roach is going to run it but Cockey had the job of cleaning and scrubbing the place. So it's in A-1 shape

now and the eats—Oh, Man!

Safety Operator Caper is in receipt of a letter from Safety Operator Bell who left for Lockwood, Mo., July 15th. Bell states they arrived safely but Mrs. Bell took very sick after arriving and spent several day in the hospital, Bell says Missouri crops are very poor this year. He expects to be back September 15th.

We wish to welcome back Motorman DeJager who has been on the sick list about ninety days. "Heine" received a special cheer from the pinochle addicts.

Clerk E. H. Ellis is vacationing up the coast to Oregon and along the famous Columbia Highway.

Uniform Inspector A. J. Bowen spent his regular two weeks vacation touring to Crescent City and other points in Oregon.

Safety Operator Ray Clapp left August 1st to visit his mother in Tulsa, Okla. Ray makes this visit regularly every summer.

G. L. Beckstrom left August 1st on a thirty days leave to visit relatives in Utah.

Motorman Kirkland took thirty days off to rest and make short trips around Los Angeles.

Motorman C. L. Ferris has been granted ninety days leave to go to Montana.

Instructor I. C. Acuff spent the second week of his vacation around Los Angeles and Catalina.

Our congenial and ever smilin' Janitor, Leon Robinson, resigned August 15th to take a position with a contracting company in San Diego. Leon will be missed very much by everyone here.

At the same time we welcome our new Janitor, Ewart Phillips, who has been working temporarily at Division Three since last March, but who, on the return from a leave of absence of their regular Janitor, was assigned to this Division.

Motorman C. R. Dean returned to duty August 12th after being on the sick list since February 13th.

Line Instructor G. F. Young and wife left August 16th for Oklahoma, where they are visiting Mrs. Young's relatives. From there they will drive to Chicago. Young was granted sixty days leave.

Here they go on their leaves of absence: Motorman F. Zieger, sixty days leave August 10th for Canada. He intends visiting in Minnesota on the return trip. Conductor C. L. Roth, ninety days leave starting August 10th. Plans not stated. Motorman Z. P. Dempsey, sixty days leave August 10th to make a trip to Texas. Motorman L. L. Vance, two weeks rest starting August 15th. Motorman C. B. Hunter, three weeks rest starting August 15th. Conductor M. F. Grant, thirty days leave August 11th. Safety Operator F. H. Rhoades, thirty days leave starting August 20th. Conductor S. H. Corbin, sixty days leave starting August 20th. Motorman C. Taylor, three weeks vacation starting August 24th. Safety Operator J. A. Hunter left for Utah August 26th on a sixty day leave. Safety Operator A. C. Back, ten days rest starting August 26th. Conductor A. L. Layton, two weeks rest starting August 26th. Motorman J. P. Dewey, thirty day leave to start a chicken ranch near Lake Elsinore. He left August 27th.

Cash Receiver Raymond Smith returned August 25th from his regular two

weeks vacation, which he spent mostly at his cabin in the Santa Susanna Mountains.



Division Five

FRED MASON

Monday, August 26th, 1929, was just another day, and just another year in "Dad" Fisher's young life. He celebrated his seventy-third birthday by getting up at the same time in the morning, doing his regular trick on the money car, chasing here and there, and knocking off the smart pinochle players in his spare time. He's the same old "Scrap Iron" and still going strong. We all take this opportunity of wishing him many happy returns of the 26th day of August.

Here are a few of the boys who won't be seen around for a week or so on account of vacationing: Motorman E. W. Watson is off for eight days and is playing around at Arrowhead. Motorman Harry Bush, who has been trying to get a day off for the last two months, finally got thirty of them all together and is going up to California Hot Springs. Motorman W. O. Fowler is off for fifteen days with Murrietta Hot Springs as his stopping place. Here's a boy going to a place where he had a lot of luck last year. Motorman L. L. Schoffner is the boy and Camp Wishon is the place, and the honeymoon is going to last two months. Motorman Jack Nester is taking ten days off and is going to rest up. San Francisco calls to Motorman Jack Nusko and he will be gone for fifteen days. Motorman R. G. Mathias has no place special to go but will be gone for twenty-eight days. Sounds like the Southern Route.

Motorman E. L. McAmoil is taking a week to rest up and look up friends. Motorman C. E. Gulley is taking off twenty days and is San Francisco bound. Ten days is enough for Motorman C. E. DeGuire. He's going to work around the house. Motorman S. N. Cupp is taking fourteen days off to take trips here and there.

Every year finds Motorman Bill Kenney taking a trip to Detroit. He's taking ninety days for the trip and several of the boys, who rode with him in his flivver over to the fights recently, are hoping that he trades the old bus in while back there so that the next time they will be able to see all the preliminaries.

Conductor Roy Meggison steps out with his powerful Paige and is going north for fifteen days. Conductor "Casey" Jones will be Chevroleting around the country for ten days commencing the 13th. Back to Louisville, Kentucky, for ninety days. That's Conductor George Harper's vacation. Conductor "Gus" Borman is taking off fifteen days and is making the trip to Yosemite. From Edmonton, Alberta, Canada, comes a postcard from Conductor Frank Weir, announcing a safe arrival and a wonderful trip.

Motorman Frank McMurphy is back from his vacation at Yosemite, where he had a very nice time. We are all glad

to see Motorman Charlie Stowe back on the job again after being away on sick leave. Motorman Bill Hewett is back from his trip to England. Says he did not miss a meal going or coming or a glass while he was there.



Shops

JACK BAILEY

W. C. Brown, General Foreman of the Shops, is vacationing with his family at Big Basin.

J. Gordon, Foreman of the Blacksmith Shop, is reported on his vacation at San Francisco.

J. Ovens, Progress Clerk, is away for a two weeks rest. Carl Thun holds the fort in his absence.

H. Stockman, of the Mechanical Engineer's Office, killed two birds with one stone by making a vacation trip to Chicago on business.

C. A. Bollette, Storekeeper, is away on his vacation.

Carpenter Foreman J. M. Spearing and wife spent a few days at Catalina and acclaimed it the most pleasant resort of their two weeks vacationing.

Carpenter H. V. Campbell left on August 29th to enjoy a vacation.

After gathering up all the old tools he could find, Carpenter Bill Skinner took a vacation. I got a pretty good hammer from Bill for twenty-five cents.

It is with pride that we announce the winner of a recent quoits tournament held in the Carpenter Shop. The winner in person is none other than our friend, W. Veal. We congratulate Bill for the honor bestowed upon him.

T. C. Shelford, of the Carpenter Department, returned August 19th from a very restful vacation spent at Balboa.

Carpenter W. Pattinson spent one week resting up from his duties. Bill left on August 26th with Arrowhead as the place.

M. Wassell of the Carpenter Department has returned from a very interesting auto trip up north as far as Washington.

Introducing T. T. Cripney, new man in the Carpenter Shop, and R. Blakes, new employe in the Mill.

J. L. Clarke, Superintendent of Electrical Repair Department, has just returned from a vacation trip to Victoria and Vancouver.

H. Smith, Foreman of the Winding Room, is vacationing at home for a real rest.

R. Frampton of the Winding Room and family vacationed at Anaheim Landing. Frampton proved that he was once an "Old Salt" by taking the family out for a boat ride.

C. Green of the Winding Room was granted a five weeks leave of absence to take a vacation trip to Iowa.

R. Sloan of the Winding Room has returned from a thirty days leave of absence in which he made a round trip to Salt Lake City, Seattle and home.

It was with regret that we learned that W. Jones of the Winding Room is leav-

ing the service the last of August. Jones will be missed on the job and on the LARY Baseball Team.

Worthy of congratulations is our Samie Vaccarello of the Electrical Wiring Department, who has just passed his twentieth year with the Company. Sam started when the Shops occupied but a very small place on August 21st, 1909.

Have you ever noticed that the fellow who catches a big string of fish never walks home through the alley? Ask A. Gerrard of the Electrical Department about that eight pound bass he caught which won three dollars in prize money. Sid went home through the alley but not until they cut the big fish open and got all their sinkers out.

Joe Palmer represented the Air Department at Lake Elsinore last Sunday, August 24th, in the water sports.

J. Smith, Night Watchman, is sporting a new Chevrolet Six.

Truckman M. Christiansen and wife spent August 24th at Catalina.

Truckman J. Davison is on his vacation.

Another employee to leave our ranks this month is George Sleppey, of the Truck Shop. He plans to try his luck in the oil business in Oregon. We all join in wishing him luck.

George Morton, of the Curtain Department, started out on August 5th to make a state wide tour of California in two weeks. He made good time the first day and made camp at Seal Beach. The next day at sun-up he was off to Huntington Beach as the next stop. This was a nice place so George untied the ice box and took things easy for the rest of the week. He was back on the job August 12th.

B. S. Rivers, of the Machine Shop, is all set for that vacation. Two weeks was not very long and he was back on the job September 9th.

A. Clinton of the Machine Shop was the chaperon of four young ladies at Catalina last week. Get Art to tell you about that eight pound bass, and, of course, the girls.

Machinist P. Ratzlaff started his vacation September first.

Machinist S. Knowles is back from his one week of vacation rest.

H. Nutter, of the Machine Shop, was granted a thirty days leave of absence.

Some high class and powerful cars have been displayed by the personnel of this terminal lately. Among the purchasers are R. Wright, a new Ford, P. Long, a new Ford, and R. Glaze, a 1924 Willys-Knight. The latter does not know whether to use the car on his orange tree for smudging or to use it on his lawn to kill gophers.

Painters C. Schneider, J. A. Willer and W. D. Taylor have returned from their delightful vacation spent at Grant Lake.

Painter H. Bonsall has just returned from a trip to San Diego.

Lee Crump, Assistant Foreman of the Paint Shop, will be away two weeks starting the first of September. Catalina will be the place of rest.

Introducing E. Auston and R. E. Sanchez, new men in the Paint Shop. Painter C. R. Fisher has left the Service.

Trimmer R. C. Jones is reported on the sick list.

Congratulations and best wishes are extended to Mr. and Mrs. F. Carrillo,

who were married on the 25th of July. This was overlooked last month and we hope the happy couple will accept our apologies and congratulations. Thanks for the smokes. Carrillo is in the Winding Room at the Shops.

Love in a cottage. It is written in song and prose. Roses 'round the door—and a sweet young wife waiting for her great big he-daddy to come home from his work. Jack Bailey, Scribe and dutiful husband, has found added responsibilities thrust upon him. He has wound up the cat and put out the clock on many occasions and isn't it only natural that he should be half way home on the street car only to remember that he brought his car to work that morning? Say what you will—love IS grand!

—Contributed.



Motor Coach Division

J. H. McCORNACK

W. M. Etchison has been granted a thirty day leave on account of his wife's sickness. He is taking her to San Francisco, Portland and other points north in the hope that the change and the trip will promote good health. We wish her a speedy recovery.

B. W. Scott quit last week after eleven months of service to accept a position with the city as an ambulance driver for the Georgia Street Station. Good luck on the new job, Scott, and come out and pick us up if we get bumped.

C. O. Morse has returned from a most pleasant vacation trip including Lake Tahoe and Yosemite. Charlie is a good Buick driver. He doesn't mind if the brake rods are connected or not.

Joe Le Prohon's turn for a vacation has rolled around. Catalina, San Diego and Agua Caliente are listed to receive a treat.

B. B. Towsley was granted a two weeks leave of absence. Points north are to be visited.

H. C. Lehnhart now drives a high-powered sedan. Oh, haven't you seen it? Sure! And he has been entertaining at Brookside Park by walking a tightrope, that is, before he went "boom" on his leg. Don't crack up, Lehnhart, we need you on the job.

O. Lahman has taken a sixty day leave of absence for a pleasure trip and visit to his folks in Ohio.

E. C. Teel has been granted a sixty day leave.

O. E. McDonald was forced to take a short leave of absence on account of having his face and hands burned in an automobile fire. Fortunately, the injury did not prove serious and he is back to work again.

E. C. Dolby underwent an operation. We hear that it was successful and that he is recovering rapidly. May you be back soon, Dolby.

W. S. Stone and W. C. Stange are the men who were hurt in the pile of iron you see out in front, which formerly was a Studebaker touring car, before their entanglement with a street car. They

received a severe shaking up and many cuts and bruises. Stone's head was hurt badly. Latest reports are that they are getting along nicely now and hope to be among us again within thirty days. We hope so, too.

L. A. Mowry who worked here in 1925-26 has returned to his former job in the railway family. Glad to see you again, Mowry, and tell us of your travels.

GARAGE

Charles E. Lenz is the new man on the Third Shift.

Paul Wood was on the sick list for a few days with a sore finger as an aftermath of blood poisoning due to an injury some time ago.

If anyone can invent a key ring that will follow its owner around, they will make a ready sale to E. C. Mara and Robert Crawford. Imagine Mara's embarrassment when ready to go home, he discovered that he had left the keys to his car on the service truck at Wilshire and La Brea. He arrived home safely on a bus, took a little nourishment, borrowed another car and spent the evening taking the family for a ride to get his keys and automobile together. But don't criticize our Scotty too severely. After hoisting his private car on a dolly and towing it off the street he merely found that the steering gear wasn't locked.

The Garage office regrets the loss of Harry C. Nordmark, our efficient clerk and former Scribe, who was transferred to the Engineers' office at 11th and Broadway.

The office wishes to introduce our pleasant new telephone operator, Miss Pearl Hizer.

Jack Savage took an enjoyable vacation at Catalina for six days. His racing car has chalked up another first place to its credit.

Hey fellows! Have you heard anything about Percy Bosanko's "Top of the What-cha-ma-call-it Club?" Well, say, you haven't heard anything yet. Trout? The limit every day, that is, if they have stocked the lake lately. And bass? Yes, indeed, all you want, any time you want—if you can catch them. The lake? Oh yes, there's water in it. And the trip up? Well, Percy says he made it in no flats. Anyway that's the place to go. No fooling, Percy, how long are these fish?

Floyd Nolf of the Third Shift is enjoying a two weeks vacation as a man-about-town.

George Baker, First Shift, is taking a two weeks vacation by making it about ten. The reason is that a gasoline stove exploded while A. W. and another party on board a boat bound for Catalina were working over it. Baker was seriously burned about the face and hands and possibly would have received worse burns had he not suddenly decided to visit Father Neptune. He is back on the job and the boys are glad to see him as nearly recovered as he is.

Famous Last Words—"Say, Hinze, loan me your wrist watch for a day."

Sam Cohen of the Second Shift has been granted a two weeks vacation.

W. Wilson is also on vacation.

O. B. Coen, Second Shift, has been called north on account of a serious injury to his mother-in-law.

H. Babb, First Shift, has had a nice vacation of twelve days.

F. W. Pratt is back again, having been to New York on account of the death of his mother.

John Marvel is learning to see in daylight again having been drafted to the day shift.

F. O. Rowbottom, our Chief Clerk, has returned from a twenty-five hundred mile trip with his family to a ranch on the Snake River, in his new Chandler. They went by way of Sacramento, Reno, Winnemucca, then two hundred miles across the desert to Adrian and returned by the John Day Highway to Bend, Oregon, Klamath Falls, Yreka, Mt. Shasta, thence along the inland route to Los Angeles. He reports a most enjoyable time and we envy him as it was a trip well selected.

And now it is ye Scribe's turn.



H. K. CONACHER

DIVISION ONE

Geo. Mawby has returned from his vacation which he spent acquiring a coat of tan, fishing and having a real good time. Glad to see you back, George.

Wm. Emery, who was spending his vacation in La Junta, Colorado, has sent in his resignation. Good-bye, good luck and hurry back, Bill.

J. Bradley, Assistant Foreman, has returned from a two weeks vacation spent at the Sulphur Hot Springs, up near Paso Robles. Jim is greatly improved in health and looking fine.

T. Oakes has taken ten days off to rest up and enjoy himself. He didn't say where he was going, but we know that Tom will have a good time.

Vacation time is nearly a thing of the past for this year, with one exception, Geo. Monaghan hasn't had his yet. When he gets back some of you fishermen will have something to shoot at next year. Come on George and show them how it is done.

There seems to be considerable discussion as to why A. Lawrence loses his memory whenever he takes a trip to Division Two. Come on Al and let us have it.

DIVISION TWO

We are very glad to see that our General Foreman "Billy" Brown is back to work again after his vacation, not glad that his vacation is over, but glad because we like to have him around.

After driving three hours and walking five miles, "Doc" Robey was able to get a good look at Doctor Eckener's trolley-less car. About the only fault "Doc" could find with it, was the fact that the numerals 2501 were not on it.

E. H. Lee has returned to work after spending his vacation at Catalina and around home.

E. M. Lane who contemplated going back home to North Carolina in his Ford has changed his mind, and is now going by train. What's wrong with "Lizzie," Gene?

Jack Marsden is the proud owner of a new Oldsmobile Coach. Some class to Jack.

E. Sayre has just returned from a two weeks vacation spent in Catalina, San Pedro and around home.

Some Ford owners take every precaution and stuff rags in the open spaces of a Ford transmission before attempting to remove the brake band nuts. Others have to dismantle the motor to remove the nuts, wires and various other fishing tools.

"Doc" Mullins is the proud grandfather of a big baby boy, born to his daughter the earlier part of August.

Frank Long, wife and son, were among the recent visitors to Catalina Island. You never had anything like it back east, did you Frank?

E. Angel has returned to work after a two weeks vacation, part of which was spent in San Diego and we suspect that part was spent in a popular border town where the dogs chase mechanical rabbits and beers chase Tequila.

Another vacationist in the person of "Buck" Richards, returned to work after a month spent under the tall trees and on the by-ways of Northern California and Southern Oregon.

After driving the old Maxwell for eight or nine years, Jack Sottile has finally been convinced that they build better cars today and has purchased a new Oldsmobile sedan.

DIVISION THREE

Chas. Walters, Storekeeper, has returned from his vacation, which was spent visiting Yosemite Valley and Sequoia National Park.

E. Armstrong, who was injured by an automobile while crossing a street in Huntington Park, has recovered and is now back on the job.

H. Earl has returned from his vacation, part of the time he spent teasing the fish and the rest searching for a substitute for lubricating oil. Water won't work, Howard, at least not in the crank case.

C. Binkiewicz is the newly appointed traveling mechanic on the Alhambra special. Hang on to your seat, Bink.

After looking them over at the beaches and nearby towns, for two weeks, W. Houston is back on the job, all set for another year.

C. Hamlin and family arrived home last week from a three weeks trip to Oregon and Washington, which they enjoyed very much.

T. Hubbard is back to work again after spending his vacation working on his livestock ranch at Hawthorne.

B. Walters' car was seen behind an ice truck one day last week and there seems to be some question whether he was pushing the truck or whether the truck was pulling him. How about it, Boyd?

DIVISION FOUR

W. Welch is back to work after a vacation trip to Santa Barbara. That's quite a trip for the old wreck, isn't it, Billy?

G. W. Lee has taken a month off. We don't know where George is going, but we will bet that he puts in most of his time fishing or digging clams.

Cliff Parker and wife are visiting friends in Oakland.

After spending several months in Texas, Mort Morrison, who formerly worked at Division Three, has returned to the fold and we are glad to see him back.

C. Holland has returned from his vacation, during which he took in the sights in and AROUND San Diego.

Two of the boys, J. Ross and Chas. Furrer, while out after a nice coat of tan got the worst of it and have finally decided to wait until next year.

DIVISION FIVE

H. Dixon has returned from a thirty day trip to Kansas City. On his way back he stopped at San Francisco to see his son and while there he traded his car for a Studebaker Coupe. What's the matter Harry, did it give out on the home stretch?

L. A. Boyer and family have returned from a weeks vacation spent at Catalina.

R. W. James and family are spending a week at Catalina.



H. I. SCHAUBERT

Cal Simmons returned from his vacation with his left eye in mourning. He places the blame on a trick folding bed he took along on the trip. Quite a novel excuse, anyway, Cal.

Frank Putnam reports a wonderful time but poor fishing on his vacation trip to El Capitan Beach, near Santa Barbara.

Harry Snow, the modern "pie-eyed" Piper, confided to Bill Swearingen recently that in the old days back on the "Skelly" he had a trained mouse which came forth to dance on his knee whenever Harry played the banjo. Yes, Bill! Harry told me that he saw three moons one night, too.

Congratulations from the boys in Vernon Yard to Jack Harris of the Engineering Department, who, after eight years of indecision, pulled a "John Alden" and she said "YES!"

L. F. Sparks, after planning a pleasant vacation for his wife and son by sending them back to the old home town, Kansas City, has decided that since they are having such a good time he must get it on it too. He considered going back by plane, not seriously however, just considered.

Johnny Hagerman started something he couldn't finish when almost through with the big job on Main Street. Pat Connolly relieved him in order that Johnny could take a well earned vacation.

Jake Zuber has been training for his annual deer hunt by making weekly pilgrimages to Frasier Mountain. Hope your system works this year, Jake. We are all for you, 'cause we all like venison.

Lee Lewis is back from a rather eventful trip to Colorado where he was marooned by some of the recent cloudbursts. He says he wouldn't trade any part of Los Angeles for all of Colorado, provided he had to live there.

Charlie Ware burst in on us the other day sporting a brand new Ford.