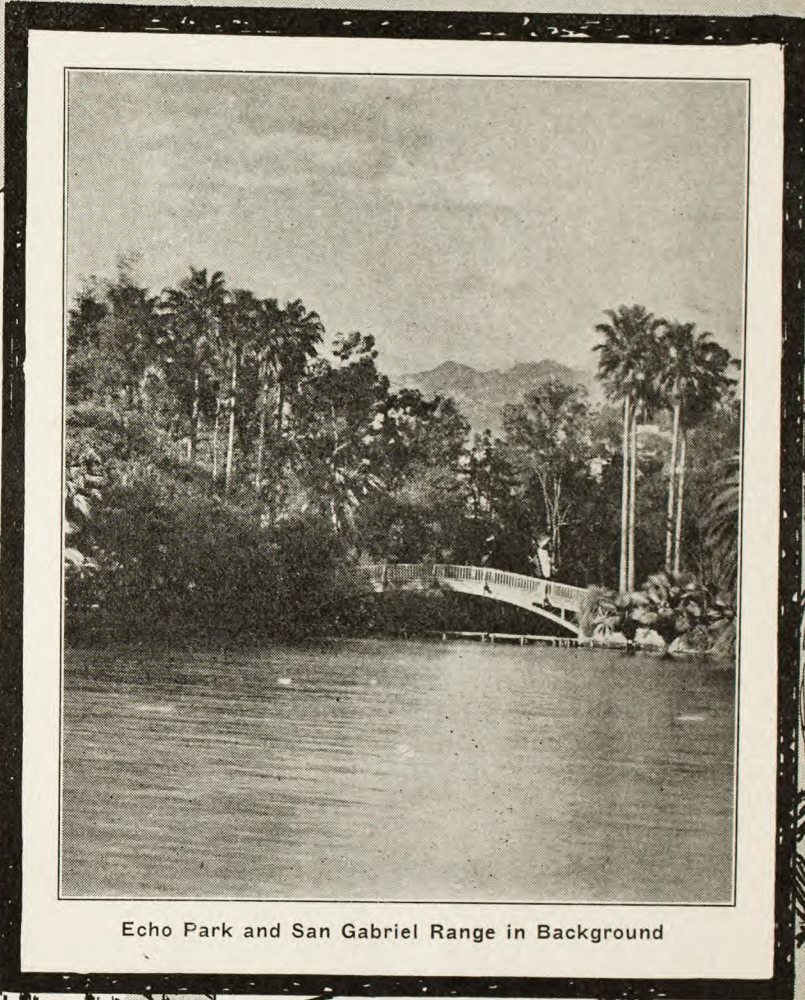


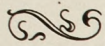
# TWO BELLS



Echo Park and San Gabriel Range in Background







## Easter

All the finest and truest aspirations of the hearts and minds of men seem to be bound up in Eastertide. A resurrection consciousness begins to pervade conditions and things. Old ideals once dead are revived with a feeling of renewed life and hope; new life for all nature and a higher life for all mankind.

Easter . . . the season of joyful music . . . churches crowded with grateful worshipers. The odor of lilies filling the air. Music. These, blending together with new hopes, contribute to the peaceful feeling which falls over all . . . "the peace of God which passeth all understanding".

This year Easter will be observed by devout worshipers throughout the world Sunday, April 20th.

## Riding 'Em Cowboy!

Platform men have exceptional opportunities to sell more rides although the fact is not always obvious to them. Politeness and consideration of the comfort and convenience of passengers — all these qualities impress the riders and send them on their way with a kindly feeling for those who operate the car upon which they travel.

But rough operation of the car by the motorman can undo more good than can ever be accomplished by a considerate conductor. Only the other day, we boarded a car during the rush hour and received more jolts than if we had been riding on a string of freight cars being shunted onto a siding. People were thrown against the seats and sides of the car, and they were protesting in no uncertain terms. Such annoyances create ill-will for the Company generally.

This Railway is often complimented upon having agreeable employes who are skilled in the operation of their cars. To be able to say that of every motorman and conductor on the system would be a wonderful asset for the company and it would be a business getter for more rides.

A smile and cheery greeting by the conductor and smooth operation by the motorman will make carloads of contentment.

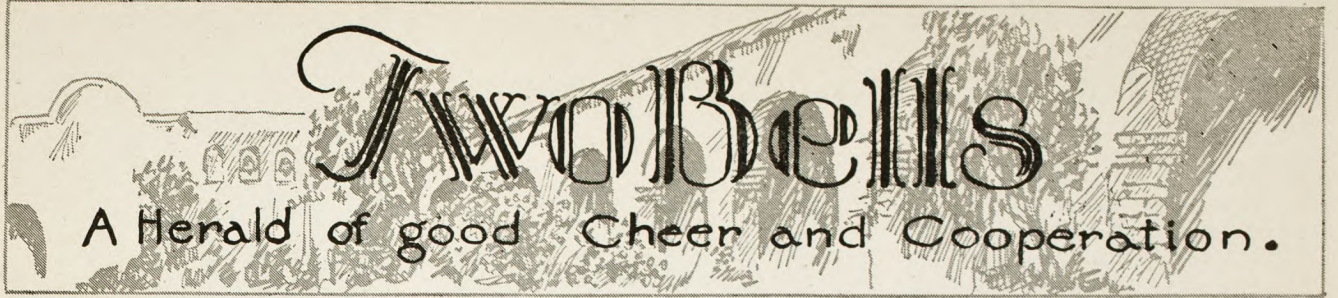
## What Is Faith?

Go tell the mother that her newborn babe will not be another Lincoln. Tell the six-year-old bundle of youth that his father is not the greatest man in all the world. Tell them, shout it, pound it, shriek it until you are black in the face.

And when you realize that they have not even heard you, then you will have a mighty good definition of Faith.

—*The Shaft.*





Published Monthly by and for Employees of the Los Angeles Railway

JANET C. MCNEILL  
W. T. SHELFORD

Publicity Manager  
Editor

## First Insurance Check

ORIGINAL THIS DRAFT PROPERLY ENDORSED IF SENT DIRECT TO  
HARTFORD NATIONAL BANK & TRUST CO., HARTFORD, CONN.  
WILL BE PAID AT PAR, IN NEW YORK FUNDS.

No. 13562 (GIVE CITY OR TOWN, STATE AND DATE HERE, *Los Angeles - Mar. 18 1930*)

ON DEMAND PAY TO THE ORDER OF *Frances McKim Boyes*  
*wife*

THE SUM OF *Two Thousand + 70/100* DOLLARS \$ *2000.00*

IN FULL SETTLEMENT OF ALL CLAIMS UNDER POLICY NO. *61.4805 - Cert. No. 25*

ISSUED ON THE LIFE OF *Alvin Robert Boyes*

BY THE AETNA LIFE INSURANCE COMPANY.  
W. M. [Signature] GENERAL AGENT  
S. H. [Signature] CASHIER

TO THE AETNA LIFE INSURANCE COMPANY  
LIFE CLAIM DIVISION  
HARTFORD, - CONN.

Form 1281  
REV. JAN. 1929

The above is a facsimile of the first check for \$2,000.00 paid out since the inauguration of the new insurance plan. A. R. Boyes passed away on Sunday, March 16th, and about 1:00 p.m. on March 18th, the check was delivered to Mrs. Frances M. Boyes, his wife and beneficiary.

Up to and including March 31st, sixteen thousand dollars has been paid out in Group Life Insurance on account of eight deaths of employes, the beneficiaries in each case receiving the full amount of insurance within a very few hours of the notification of death.

## We Must Have Water!

The special election called for May 20th is most important in its direct effect on every person who lives in Los Angeles.

Without water we cannot survive as a city. The importance of voting to increase our water supply cannot be exaggerated. One speaker for the water bonds said, "If we do not immediately take steps to provide for the city's needs, we might as well give Los Angeles back to the desert and coyotes."

The need for more water for this city is immediate and pressing. We must have the additional water which Mono Basin and Owens Valley can supply, for it will be ten or twelve years before the Colorado water can be made available.

Facts are facts and must be met. No amount of argument will counteract the grim fact that we need more water, and unless we have this addi-

tional water, the city and every citizen in it will suffer from the consequences. Here are a few of the high points:

First: We must have more water and the only source now available is from additional Owens Valley lands and water rights and from the Mono Basin.

Second: We must erect additional storage reservoirs.

Third: We must have an enlarged aqueduct to carry this additional water supply.

Fourth: We need to increase and enlarge our distribution mains. These bonds will not increase your taxes one penny. They will not be levied as assessments. They will be paid, both principal and interest, out of the revenue of the Water Department; this is a provision of the city charter. To defer action in augmenting our water supply is to invite disaster.

## Company Holds Nation's Record For E. B. F. Plan

Only three employes out of thirty-five hundred and sixteen eligible failed to sign up for the Employee Benefit Fund. In other words the E. B. F. corps of workers have chalked up a remarkable record for the Los Angeles Railway. Those who know say it is the finest record in the United States.

In the other groups, such as Sick-ness and Accident Insurance and Provident Fund, there are a number of employes who are not eligible to enjoy the liberal advantages these factors afford and therefore a lower total percentage is created.

These high percentages mean that the employes of this Company are setting their life in order in a business like way. They are going to save money; they have insured their income; they are going to take strict care of their health; they have seen to it that those left behind at their passing are immediately provided with ready cash. All this was made possible for them by the liberal employe benefit plan put into effect by the management to provide for the time of need,—sickness, accident, old age, death.

The management is exceedingly gratified at the splendid co-operation given it by the employes in putting over this plan.

The following table shows the percentage on each factor:

	Total Eligible	Signed Up	Per Cent
E. B. F.	3,516	3,513	99.9
Add. Life	3,516	3,261	92.7
S. and A.	3,489	3,288	94.1
Prov. Fund	3,308	3,141	94.9
All plans	3,281	2,959	90.0



# Report For March Shows Fewer Witnesses and More Accidents

The "Get Witnesses" Signs placed around the various divisions apparently need talkie attachments with loud speakers for the benefit of trainmen who do not believe in silent signs.

With the exception of Division One, all divisions made poorer showings than they did during the previous month. Division Four once again takes the lead, with Division Three following second and Division Two nosing Five out of third position.

The following is the standing of the various divisions and comparisons

with the month of February:

February		March	
Div. 4	6.88	Div. 4	6.69
Div. 3	6.08	Div. 3	5.54
Div. 5	5.19	Div. 2	4.61
Div. 2	4.69	Div. 5	4.52
Div. 1	4.11	Div. 1	4.72

Accidents showed an increase. For the month of February there were 1,398 and for March 1,526, an increase of 128. The average witnesses per accident for all divisions for February was 5.38 and for last month 5.16.

## Now Superintendent



C. O. Morse

Foreman C. O. Morse of the Motor Coach Division has been promoted to Superintendent of that Division, effective April 1st.

Superintendent Morse started with the Company on January 29, 1907 as Conductor at Division One. Because he could tell a carburetor from a spark plug he was assigned to pilot a motor coach on June 8, 1923, as this knowledge was essential for driving the old solid-tired buses on the Lincoln Park Line of that year.

He was appointed Supervisor on August 1, 1924 and his adaptability to this position won him further promotion as Foreman of the Coach Division on September 1, 1925, which position he has held up to his present appointment.

Supervisor H. C. Lenhart has been appointed Acting Division Foreman, effective April 1st, succeeding J. F. LeProhon who resigned. Foreman Lehnart started with the Company as Conductor at Division Five on October 10, 1922. He went to the Coach Division as Operator in October, 1923, and about two years later was placed in charge of instruction work, from which he goes to his present promotion.

## Fighting Irish of Two Win Opener



Here is a ringside view of the opening Pinochle tilt held on the evening of March 17th, between Divisions One and Two on the latter's home ground. To show how good they were as hosts, Division Two allowed One to take the last game only.

Up to and including the game of April 2nd, Division Two is in the lead with Division Four right on its heels.

On March 19th, the game between Divisions Four and Five ended in a five straight for Division Four. On March 21st, Division Three lost to Division Two, four to one. On March 24th, Division Five staged a comeback with Division Four and took four games out of five. On March 26th, Division One gave Division Three its second setback with four games to one. On March 28th, Division Two lost the odd game to Division Four, three to two. On March 31st, Division Three reversed the order of things and took the odd game from Division Five, three to two. On April 2nd, Division Four took four games away from Division One.

The following is the standing of the

Divisions at the time Two Bells goes to press:

	Played	Won	Lost	Pct.
Division Two	15	10	5	.666
Division Four	20	13	7	.650
Division Five	15	7	8	.466
Division Three	15	6	9	.400
Division One	15	6	9	.400

## To All Employees!

To avoid any future embarrassment both to operators and yourselves—employees are requested not to present their passes for transportation on any of the lines of the Los Angeles Motor Coach Company. Los Angeles Railway passes are not good on any coach of the Los Angeles Motor Coach Company at any time or place, and must not be presented for such purpose.

## Lee Crump Promoted

Lee T. Crump who has for many years held the position of Assistant Foreman of the Paint Shop at South Park Shops, was, on March 1st, appointed Foreman of that department, succeeding H. T. Koster, who recently passed away.

Crump was employed by the Company as Painter on June 17th, 1903.



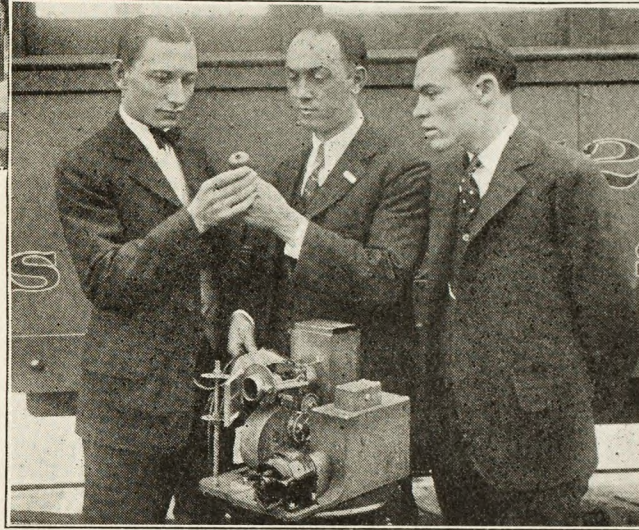
# Trainman Invents New Street Announcer



does the trick, while Conductor R. M. Bartle looks on.

This button automatically releases the mechanism that controls an endless film upon which are photographed the names of the stops and all information about connecting lines.

The instrument is finished in attractive wrinkled green baked paint. It weighs approximately forty-seven pounds, including cabinet, and the cost



There is a street car on the "D" Line that has taken on a "movie complex", so to speak with the introduction of a stereopticon street announcer, which is being given a test to prove its merits.

This announcer, the invention of Conductor R. O. Fortune of Division One, shows on a twelve by eighteen screen the names of the stops along the line, the block number, east or west, transfer points and connecting cars or coaches. It also tells when the car is to turn and in what direction.

The device can be operated either manually by the conductor or automatically by brushes on the trolley wire. In the case of manual operation, the conductor simply presses a button connected to a small hand switch on the right hand stanchion.

On the center entrance type of car such as is used on the "D" Line, the street announcer is fastened over the bulkhead doors, as shown in the photograph. With the use of two street announcers, operated simultaneously, the screens are visible to all passengers on the car. However, only one machine is being used for demonstration purposes.

The lower photograph shows Fortune explaining to Conductor P. A. Beaufoy all about the little button that

of operation is expected to run about one cent per hour.

Conductors Beaufoy and Bartle are two of seven collaborators who are assisting Fortune with his invention.

## Bowling Team Forms

There is some highly spectacular bowling on exhibition every Monday night at the Manchester and Broadway Bowling Alleys with the Los Angeles Railway team on the business end of the alleys.

The personnel consists of Ed Fleming, Captain; Arthur Genn, Harold Petrie, Howard Taylor and E. Miller. This team met the Goodyear team in the first game on Monday, March 31st, and accounted for one point out of a possible three.

The house league commenced on Monday, March 31st, and games will be played each Monday thereafter at 8:30 p. m. at the above address.

## New Coaches Arrive

Three new 29-passenger, treadle rear step coaches were delivered in March. They are like others of the 1900 type, except that they have illuminated train numbers and the interior finish is olive green. This color is now standard for interior finish, both on new coaches and for repairing.

## March Complaints Up

Just when complaints were taking an apparent slide to oblivion along comes the month of March, like the proverbial lion and gobbles up the lamb of politeness with the result that discourtesy takes a jump of 14 over the month of February.

Other items showing an increase were: Starting Too Soon, from 12 in February to 21 in March; Carrying Passengers Past Stop, 7 in February, 12 in March; Short Change 6 in February to 21 in March.

Fare and Transfer Trouble decreased from 52 to 42; Passing Up Passengers broke even with 12; Miscellaneous showed a decrease from 37 to 33. There were no complaints on Dangerous Operation, the same as in February.

The total for February was 146 and for March 175, an increase of 29.

### Commendations Decrease

There was a decrease in the number of commendations. February's list showed 50 while in March only 40 were received, a decrease of 10.

## Basketeers Finish Sixth

With the close of the second section of the Major Industrial Basketball League, the Larys of the Motor Coach Division finished in sixth position.

The boys did some splendid playing but their opponents in most of the games were just a little too much for them.

On March 3, they met their old rivals, the Los Angeles Motor Coach, and defeated them to the tune of 33 to 19, but suffered defeat in tilts with the Pacific Mutual on March 6, with a score of 39 to 29; Hipolito Screen Company on March 10th, 37 to 26; "1630" Club on March 12th, 32 to 25; Telephone Company, March 17th, 75 to 23; Joannes Corporation March 20th, 34 to 26 and George Belsey Company on March 24th, 30 to 26.

The following is the standing of the various teams at the close of the season:

	Played	Won	Lost	Pct.
District 5	14	14	0	1.000
Hipolito Screen	12	9	3	.750
"1630" Club	14	9	5	.643
Pacific Mutual	14	7	7	.500
Belsey Company	13	5	8	.385
Lary	14	4	10	.286
Joannes Corp.	13	3	10	.231
L. A. M. C.	14	3	11	.214

## Name Change

The name of Verdun Street over which the Washington, Adams, Jefferson Coach Line operates between Jefferson and Adams has been changed to Sycamore Street.





**Geo. W. Lane**  
**Now**  
**Assistant**  
**Treasurer**  
**and**  
**Paymaster**



In the olden days of street-carin' the height of exultation was in a grave-yard swing with a four hour split, seven days a week and a regular trip to the old pay wagon with George W. Lane, Paymaster, distributing cash in payment for services rendered.

Many of the old timers recall how they fought to be first in line and then, at times when they were late, how George Lane would patiently wait to accommodate them and thereby save the men a trip to Sixth and Main. This was back in September, 1903, when five dollars would be paid in dimes, ten dollars in halves to motormen and the conductors were paid in quarters and nickels. Occasionally five dollar gold pieces were included among the coins. Conditions are changed nowadays but the warm affection of the old timers for George Lane still remains.

And now we want to bring you right to the present day and give you a true likeness of the man who has served as Paymaster for so many years, and who on March 11th, was appointed Assistant Treasurer of the Company in addition to his title as Paymaster.

George was born in Deer Creek, Illinois, where he attended grammar school. When but nineteen years of age he entered the services of the Toledo, Peoria & Western Railroad, as clerk at Sheldon, Illinois. Later he was transferred to Peoria, Illinois as clerk, and then to Chenoa, Illinois, as agent. Sometime later, he was sent to Sheldon as agent. His last position with this company was City Ticket Agent at Peoria, which position he held for nine years, handling the ticket business of the Topeka, Peoria, and Western, Burlington and Vandalia Lines.

In September, 1903, George took a trip to the Coast to visit a friend he had known since boyhood and who had worked for the T. P. & W. for many years in the General Offices. This friend is none other than C. A.

Henderson, Secretary, Treasurer and Comptroller of our Company, who induced George to stay and try out with the Los Angeles Railway. Needless to say, he stayed, thereby terminating twenty-five years of service with the T. P. & W.

After a short period of time in the paymaster's office where he became acquainted with the system, George was assigned to the pay car. He was a familiar figure on this car for seventeen years until the system of paying by check was adopted some ten years ago, and the use of the pay car for this purpose was discontinued.

While he does not get around to see the trainmen as formerly, he is still a familiar figure around the Main Offices and when pay day rolls around, his cheery countenance as he hands out the checks helps to make the day a great deal brighter.

## For Their Approval

In order that patrons of some of the other lines may become acquainted with the comforts of the green street cars, these cars are being operated at present on Lines "F," "E," "U" and "O", daily Saturdays and Sundays.

## Legion Doings

On March 20th, an open house meeting was held by Sunrise Post No. 357, American Legion. Over 150 members and their families attended and enjoyed several acts of vaudeville, which were a part of the program. This meeting was held at the Whittier Community Club House at Seventh and Fresno. Adjutant Ker assisted by Sergeant Wellson put over the affair in real army fashion. The R. O. T. C. band furnished the music.

At the regular meeting on April 17th, all veterans are invited to attend. This meeting will be held at the Whittier Community Club House and the winner of the ring contest will be announced.

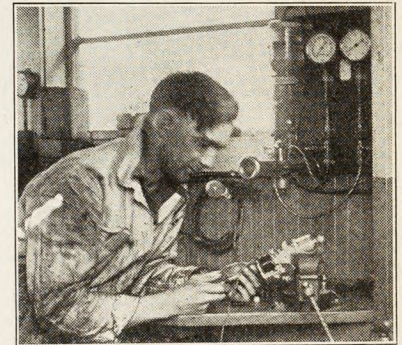
## Girl Basketeers Win League

The Girls Basketball Team of the Auditing Department came out with top honors in their league, defeating their opponents in all games played with one exception, the tilt with the Edison Company on March 10th, which resulted in a score of 19 to 12.

On March 4th, the Larys met and defeated Barker Brothers aggregation, 29 to 13 and on March 18th, they defeated Pacific Mutual with a 25 to 20 score.

The girls deserve a big hand for the excellent teamwork displayed throughout the series and for their sportsmanship. Captain Edythe Brumpton is to be congratulated on having such a splendid team and it is hoped they will get together to win further laurels when the new season opens up.

## Pulse Doctor



Although coaches are not expected to develop hardening of the arteries, still their pulses must be tested from time to time to prevent complications and the A. P. P. (Auto Pulse Physician) assigned to this work is Ted Shelley who has a laboratory at the Garage to care for weak auto-pulses.

About fifty coaches are equipped with these auto-pulses or fuel pumps. In case of trouble on the coach, the fuel pumps are removed and an O.K'd. spare unit applied. Various tests are made on the defective unit with instruments on the test board as shown in the photograph. From this data the trouble is located and the unit repaired. After assembly the unit is again tested and if it passes satisfactorily it is put in stock for future use. These instruments register pressure, vacuum and current consumption of the units, individually and in groups.

## Increase in Service

Service has been increased midday to 12-minute headway on Alvarado Street Line, and similar change and headway will shortly be put in effect on Inglewood Line.



# The Pied Piper of Avalon-San Pedro

Children have been known to cry for a certain brand of medicine, so advertisements tell us, but not until the other day did we ever hear of children crying for a certain coach operator. Nevertheless, this is a fact and a rather amusing one at that.

On the Avalon-San Pedro Coach Line, a young man of five years, accompanied by his mother, boarded a coach on the inner loop at 59th Place and Avalon. At that particular moment, a coach on the outer loop arrived at this point with Operator W. S. Swanson at the wheel. Immediately the youngster saw Swanson's coach he cried at the top of his voice that he wanted to "ride with the nice man".



Nothing would appease him but to get off the coach they were on and ride the other one. Under protest from his mother he finally won out.

The next day we had occasion to ride Swanson's coach and noticed how much of a "big kick" children got out of riding his coach. His contagious smile and affable manner unflinchingly wins over the friendship of his little patrons. They seem to expect his cheery greetings as they board the coach.

But the little folk are not the only ones to share these felicitations; grown folk, too, are recipients of his good nature and it adds a touch that helps to make the world just a little bit brighter.

Swanson hails from Abilene, Kansas. During the world war he enlisted at San Diego and later was attached to the 141st Aerial Squadron at Toul, France, where he served seventeen months as mechanic.

## Superintendent Ferguson Receives Gift



Superintendent George E. Ferguson of Division Three had a hunch the boys were playing an April fool joke on him, but he was happily mistaken.

As a token of their esteem for the man who has been their Superintendent for a number of years and on the occasion of his twenty-fifth wedding anniversary, April 1st, they presented him with a beautiful Waltham banjo clock finished in gold and mahogany.

Foreman R. W. Reid made the presentation speech from a parchment roll made especially for the occasion and with fitting tribute handed George the clock, scroll, and bill of sale. Several of the trainmen took the opportunity to wish George many happy anniversaries.

He started with the Company on December 1st, 1925 and after working as extra on several coach lines, he eventually got a regular run on the Main Street Coach Line for about two years. He has been on the Avalon-San Pedro Coach Line for about a year during which time he has built up a splendid record and has won a host of friends among his patrons.

However, Swanson will now find his evenings filled with additional duties since the arrival of Patricia Louise, eight pounds of happiness, who put in her appearance on the Swanson family roster on March 15th.

## Square and Compass Activities

A very delightful program of vaudeville was enjoyed by members and their families at the meeting of the Square and Compass Club on March 15th, in the Masonic Temple at Pico and Figueroa Streets.

The evening was dubbed "Ladies Night" and in spite of the inclement weather there was a very appreciable gathering.

### Degree Team Active

The Degree Team, under the captaincy of J. H. Sheridan, was kept busy on the afternoon and evening of Saturday, March 22nd, at South Park Lodge, when the Master Mason Degree was conferred on Motorman C. M. Detrick, Division Five, Conductor H. T. Gollar, Division Two, Motorman S. L. Rowley, Division Two, and Motorman W. Atchison of Division Five.

The day was dedicated to the Los Angeles Railway and a 6:30 p.m. dinner enjoyed by all who were fortunate enough to be present.

The Degree Team also conferred the Master Mason Degree on Coach Operator Paul H. Nutter in Mizpah Lodge on March 31st.

### Initiations, April 19

Several candidates are to be admitted to membership at the next stated meeting of the Club to be held in the Masonic Temple, Saturday, April 19th, at 8:00 p.m. Refreshments will be served in the banquet room following the initiatory ceremonies.

## Your Attention, Please!

Active employes who desire medical treatment are reminded that it is not necessary to make application to the Personnel Department Offices.

Explicit instructions are contained in the Medical Directory which gives a list of Medical Supervisors to whom employes should go **DIRECT** for treatment. Instructions are also contained therein as to emergency and bed confined cases.

If you haven't one of these booklets, get one right away and save yourself an unnecessary trip to the main office. You may, of course, go to the Personnel Department for advice or any further directions that you desire.



## Widow of W. E. Dunn Passes

Mrs. Nellie M. Dunn, widow of the late W. E. Dunn, died on March 15, 1930, of a paralytic stroke. She had not been well for some time, but was only seriously ill for a few days. Mrs. Dunn was 69 years of age and was born in Michigan. She and Mr. Dunn came to California just after their marriage, about forty years ago. Mr. Dunn was the vice-president of the Los Angeles Railway Corporation and executive head of the Huntington interests in California for many years.

Mrs. Dunn made her home at the Talmadge Apartments since the death of her husband on August 22, 1925, and is survived by two sisters—one in Allegan, Michigan, and the other in Honolulu.

## The Silver Lining

Every cloud has its silver lining and a ray of sunshine is peeping through for two little motherless girls whose daddy is now able to provide for them at a time when the need is very great.

Motorman H. N. Kyser of Division Five was taken seriously ill on March 9th while waiting to pull out on his run. The doctor, after giving him a thorough examination, recommended that he be sent to the desert, but this required money and his little girls had to be provided for under the guidance and protection of a housekeeper.

Fortunately, Motorman Kyser signed up for the Group Sickness and Accident Insurance and the effectiveness of this particular plan is clearly demonstrated in this case, which happens to be the first claim to be made since its inauguration.

The money necessary to send Motorman Kyser to Arizona has been advanced him by the Company and provisions have also been made, at his request, for his two little daughters. Kyser will receive \$20 a week as provided for by the plan for six months, and in accordance with his wishes his daughters will receive \$50 a month which will be deducted from his allowance.

Upon the termination of six months, Kyser will be examined by one of the authorized physicians to determine his physical condition at that time. If an extension of time is recommended in view of the possibility of Kyser's recovery, this contingency will be passed upon by the Medical Governing Board. If his illness culminates in permanent disability after six months period, Kyser is eligible to draw either the full amount of his life insurance in a lump sum or arrange for installments as he desires.

## Register!!!

Register now so you can vote on the water bonds on May 20th. The registration books for the water bond election will close April 19th. If you have not registered since January 1st, it will be necessary for you to do so in order to vote. If you have moved since registering, it will be necessary for you to re-register, giving the new address.

## Mrs. Critchett Passes

Clara Critchett, wife of Motorman J. H. Critchett of Division Three, passed away on February 17th, much to the sorrow of the many friends of the Critchett family. Mr. and Mrs. Critchett moved to Los Angeles in 1920 where they made their home. Mrs. Critchett was a woman of strong personality and was well known for her charitable and kindly acts. Her many friends and acquaintances of other years will remember her sacrifice and devotion in their behalf.

Funeral services were held Sunday afternoon, February 23rd, with interment at Riverside Cemetery.



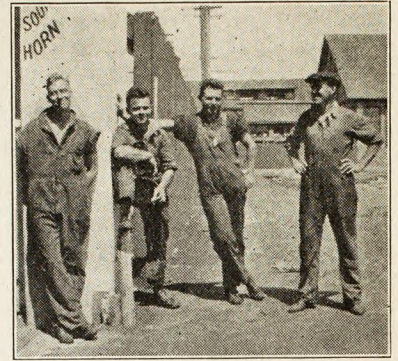
This little miss is three-year-old Margretta Louise Porter, niece of Conductor J. L. Johnson, Division Four.

### KEEP SAWIN'

"You can talk about your pay  
And the pleasure of a raise,  
But I'm telling you today  
That a little word o' praise  
From the one you're working for  
Does a fellow lots o' good,  
And it makes us more and more  
Want to keep on sawing wood."  
—Exchange.

Jumping at conclusions is about the only mental exercise some people take.

## Four Musketeers



How many of you young "old timers" remember this bunch? They are, left to right, C. C. "Hawkie" Hawkford, Doyle Rishel, Earl Hansen and C. B. Lindsey, the entire garage force of 1919 taken outside the garage at South Park Shops at 54th and Avalon.

Some idea of the progress of the Coach service will be gained by the fact that one hundred and forty-six men comprise the personnel of the garage today, and these four pioneers, because of their experience have grown up with the industry and earned responsible positions.

## Division Assignments

The following men have qualified and were sent to their respective divisions during the month of March, 1930:

To Division One: Motormen A. C. Pritchard, R. R. Peterson, H. O. Walker and A. W. Smith.

To Division Two: Conductor E. K. Ingram.

To Division Four: Safety Operator E. C. Jahnsen.

To Division Five: Motorman I. A. Graham, Conductors C. Stone, S. C. Demming, and L. F. O'Hare.

## For Sale

Dahlia Seed from exhibition and giant flowers, \$2.00 per hundred. Dahlia seed from commercial flower's, \$1.00 per hundred. Erickson Dahlia Gardens, 5117 Arlington Avenue. Operated by Motorman L. M. Erickson of Division Five.

Three-room house, large lot, \$2500, \$300.00 down, \$20.00 per month. All assessments paid. Dale G. Cutlip, 952 East 66th St., Inglewood, California.

1925 Hupmobile, Victoria Coupe, four passenger. Good rubber, A-1 condition throughout. Will sell for \$225. Terms. Would consider less for cash. Motorman J. L. Bruno, Division Five or 5906 South Arlington Street.





# Mary Watts



A shambling old Negro went down the street leading a big dog with a "For Sale" sign on its collar. A little girl spied the dog and wanted it. She teased so hard that her mother finally asked its price.

"Two dollahs!" said the Negro, an expectant grin on his face.

"Two dollahs!" exclaimed the lady, "Why, the dog isn't worth that much. I'll give you fifty cents."

The Negro drew himself up indignantly. "Lady," he said, "Ah couldn't think of it. Why, de fellow Ah got dis dog from gave me a dollah to take him!"

Visitor: "And how old are you, Bobbie?"

Bobbie: "I'm just at the awkward age."

Visitor: "Really? And what do you call the awkward age?"

Bobbie (bitterly): "I'm too old to cry and too young to swear."

"And would you mind," he asked her, "If I should kiss you, kid?"

"I would," she said. He did, she did, He did, she did, he did.

They were on their honeymoon and the groom gave the porter a dollar not to tell anyone they were bride and groom. At breakfast the next morning, everyone stared. The groom called the porter and asked, "Did you tell anyone on the train we were just married?"

"No, sah," replied the porter, "I told 'em yo' all was single."

Cashier (buying fur coat): "Can I wear this fur coat in the rain without hurting it?"

Salesman: "Madam, have you ever seen a squirrel carrying an umbrella?"

The teacher was giving the kindergarten class a lesson in natural history. Turning to one small tot, she inquired, "What do elephants have that no other animals have?"

"Little elephants," was the surprising reply.

We understand that the idea for the huddle system in football was suggested by a bunch of Scotchmen lighting a cigarette.

The other day a Negro went into a drug store and said, "Ah wants one ob dem dere plasters, yo' stick on youah back."

"I understand," said the clerk. "You want one of our porous plasters."

"No, sah, I don't want none of yo' pores' plasters. I wants the best one yo' got."

Farmer: "No, I wouldn't think o' chargin' ye for the cider. That'd be bootleggin'—an' praise the Lord, I ain't come t' that yit. The peck o' potatoes'll be five dollahs."—Life.

Jerry, too full of hooch, leaned against a lamp post of concrete and dozed off. Waking shortly he began feeling the concrete, walked around the post several times, then in tones of horror said:

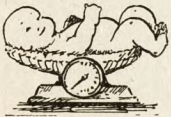
"Great Scott, I'm walled in."

Whatever trouble Adam had,

No one in days of yore

Could say when Adam told a joke,

"I've heard that one before."



## Births

Little Shirley Eva, who tips the scales at six pounds, arrived at the home of Motorman F. F. Favour, of Division Two, on the 20th. All concerned are doing fine.

Motorman H. H. Morgan of Division Two has settled down to work again, after hearing about the arrival of George Joseph on the 24th. He weighed in at seven and one-half pounds.

The first birth of the month for Division Two was announced by Motorman M. Sweeney, a seven and one-half pound baby boy arrived at his home on the 9th.

Conductor C. F. Long of Division Five spent a very happy St. Patrick's Day, his wife having presented him with a baby boy, tipping the scale at ten pounds, two ounces, on March 16th. Mother and baby are doing fine.

Motorman S. M. Young of Division Five is also among the happy fathers. March 4th, a nine-pound baby girl was delivered to his home. Mother and baby doing fine.

Mrs. Ray Casteel presented her husband with a new 1930 model, eight pound baby girl on March 24th. Mrs. Casteel and the latest Casteel are doing fine. Congratulations. Ray is of the Electrical Department of the

South Park Shops but would easily pass as a local banker these last few days.

Last minute bulletin confirms the announcement of a baby girl at the home of Mr. and Mrs. W. Leisure. Bill is with the Truck Shop at South Park Shops. He reports that mother and the eight pounds of joy are doing nicely.

W. S. Olds, Draftsman of the Engineering Department, commonly known as "Bill", is throwing out his chest with the announcement of the arrival of little Bonnie Jean, six and three-quarter pounds of femininity who arrived at the Olds domicile on March 8th.

We offer our congratulations and thank him very much for the cigars.

## Joe Rutland Resigns

Joe Rutland, former Cash Receiver at Division Four and prominent personage around the General Offices, left the services of the company on March 31st to accept a position as hotel clerk in the Multnomah Hotel of Portland, Oregon.

Joe was given a farewell dinner by his many friends and former co-workers, and Jack Williams, Cash Receiver at Division Two, on behalf of the gathering, presented Joe with a beautiful leather pass case together with sincere wishes for the best of luck in his new venture.



H. R. Boss of the Motor Coach Division and Claire Meise of this city were married March 8th. They are home to their friends now at 922 So. Lake Street.

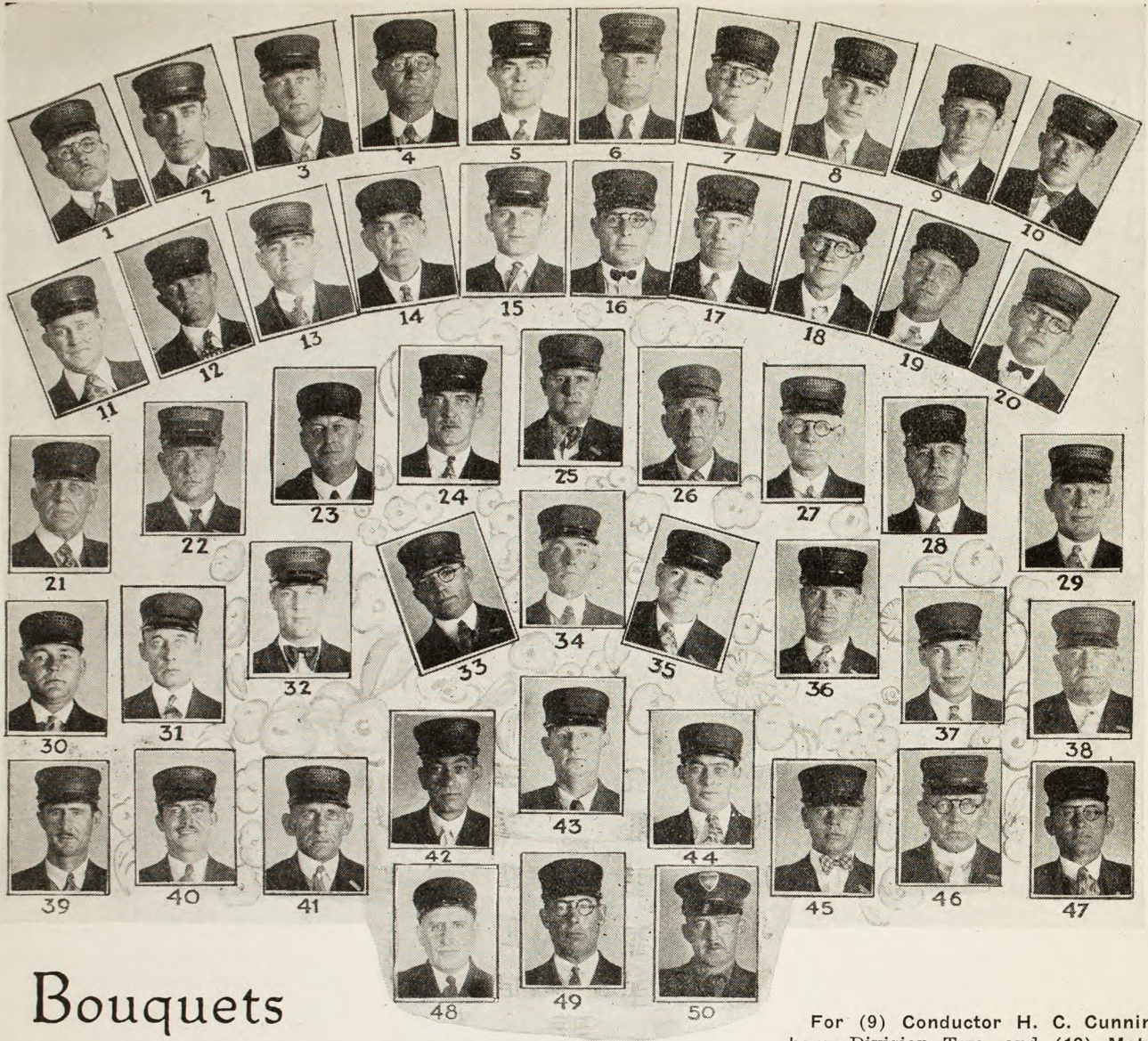
Robert Hester of the Garage left a box of cigars as he went off duty Wednesday the 26th, bidding goodbye to the bachelors club, saying that he was getting married the next morning.

It has just leaked out that Motorman X. G. Roney, Division Three, was married on August 15th to Miss Mayme Peck. Rather late, but congratulations are extended.

And we hear that Conductor J. H. Starks of Division Three has been married, but when, where, and to whom we were unable to learn.

Recently announced was the wedding of L. (Bob) Robinson, who is in the Store Department at South Park Shops. "I will," promised Miss Rachel Green, (blushing, of course), and thus became Mrs. Louis Robinson, on March 23rd. The formal wedding was followed with a reception at the home of the bride at 1744 East 55th Street. We all wish the bride and groom much happiness.





# Bouquets

For (1) Conductor C. M. Mitchell of Division One from B. Gundelfinger who states in part: "Conductor 1886 is a perfect gentleman. He is courteous to all passengers and I notice he always gives passengers plenty of time to board and alight". Mr. Gundelfinger also commends Conductor Mitchell for his neat appearance, and his courteous response to questions asked him.

For (2) Conductor H. T. Brown, Division One, from H. M. Ashby for unusual courtesy to passengers.

For (3) Conductor C. Tucker, of Division One from Mrs. J. Baker commending him for his universal courtesy in calling streets, and looking out for the welfare of his passengers.

For (4) Motorman J. H. Schrader, of Division One from May Krueger, who is pleased with the special attention he gives school children and the way he starts his car without jerking or scattering of school books.

For (5) Conductor L. L. Callahan of

Division One from H. M. Ashby, who was impressed with his courtesy in assisting a blind colored man to the opposite sidewalk; his kindness and courtesy in giving explanation of transfer centers.

For (6) Motorman E. J. Roche of Division Two from Charles Hesse, who says: "I am unusually pleased with courtesy extended passengers on Mr. Roche's car, and wish to goodness there were more public service men like him".

For (7) Conductor J. F. Barrier of Division Two from Morris Keen, who writes, "My car was stalled and I was compelled to board your car—found I only had three cents, and had it not been for the good graces of your conductor, would have been embarrassed. I appreciate his courtesy.

For (8) Conductor C. W. Hannon, Division Two, from E. C. Mack for conscientious effort under trying circumstances in an overcrowded "V" car.

For (9) Conductor H. C. Cunningham, Division Two, and (10) Motorman C. Steele, from Helen Woodward, who appreciates the patience and courtesy of Mr. Cunningham, and the carefulness of Motorman Steele in averting accidents. Mr. Cunningham is also commended by W. T. Newton for paying his fare.

For (11) Conductor J. T. Little, Division Two, from Mr. Klaren who writes that he is courteous to all passengers.

For (12) Conductor H. A. Glenn, Division Two from T. G. Wilson, who writes in part: "Allow me to commend Mr. Herrick for thoughtful courtesy".

For (13) Conductor C. L. Lindop, Division Two from Mrs. Nettie Stiefel who states, "I was running to meet his car, and he waited for me. I appreciate this courtesy so much, had to tell you".

For (14) Motorman G. Y. Barlow, Division Two, from Miss Evelyn Ruth Peach for his marked courtesy and precautions taken with school children.



For (15) Motorman J. F. Kirk, Division Two, from Mrs. Ida Gillmore, who wants Kirk given a "nice white mark" for exceptional courtesy.

For (16) Conductor A. H. Boivin, Division Two, from Miss Kathleen Hoffman for courtesy and politeness in assisting an elderly woman across street during heavy rain.

For (17) Conductor H. A. Glenn, Division Two, from Helen Franklin who wrote that "a little girl boarded the car and asked if he would loan her 7c, and without question the Conductor paid her fare. I wish there were more Conductors like him."

For (18) Conductor E. J. Clark, Division Three, from Mrs. Nettie Stiefel for special courtesy in street direction.

For (19) Conductor P. E. Atchison, Division Three, from Mrs. J. M. League, who phoned to express appreciation for many courtesies to her mother, an aged woman, and states further that he is noticeably courteous to all passengers.

For (20) Motorman Manton L. White, Division Three, from Gil. A. Cowan, who commended his efficiency in attending to daily routine and especially his good work in getting through traffic.

For (21) Motorman J. H. Critchett, Division Three from G. D. Smock for courtesies extended him.

For (22) Motorman W. C. Holmes, Division Three from O. D. Harris who writes in part: "I noticed he called each stop with a clear, pleasing tone, and cautioned passengers in regard to safety zone, which is to be commended".

For (23) Motorman G. H. Witham and (24) Conductor W. J. Millican, Division Three, from Mrs. Hannah Gooden for courtesy and strict attention to duty.

For (25) Motorman G. C. Bidwell, Division Three from Paul J. White for courtesy.

For (26) Conductor J. W. Justis, Division Three from Altonetta Waas for courtesies extended school children of the Luther Burbank High School.

For (27) Conductor I. F. Hickox, Division Three from Mr. and Mrs. Kakume for "wonderful treatment, and politeness extended us".

For (28) Motorman D. W. Leatherman, Division Three, from W. H. McGee for his extreme kindness in assisting a crippled elderly man to board car.

For (29) Motorman W. E. Heck, Division Three, from R. B. Macnee, who voiced an appreciation for the efficient manner in which Motorman Heck avoided serious accident.

For (30) Conductor G. C. Rowe, Division Three, from Mrs. H. S. Widney, for universal courtesy and strict attention to duty.

For (31) Conductor L. A. Barnes, Division Three, from Hulda M. Wilson, for looking after his passengers welfare.

For (32) Conductor S. R. Leckey, Division Three, from Clara Miotke, a letter expressing thanks for his courtesy and behavior in serving the public.

For (33) Conductor C. Sutton, Division Three, from L. L. Livingston, for the courteous manner in which he lent him fare.

For (34) Conductor R. Hayes, Division Three, from Mildred A. Sechler, who wishes us to thank Conductor Hayes for his special attention to her blind sister, and numerous courtesies to herself.

For (35) Motorman P. E. Doll, Division Four, from T. Tietze, who states that Motorman Doll is a gentleman, a good servant, and human to all customers.

For (36) Conductor H. O'Neill, Division Four, from Nurse Miriam Jean Rollins, for his courteous manner in assisting her to alight from car with heavy luggage.

For (37) Conductor A. L. Endsley, Division Four, from J. Herzilsoff, for kindness in paying his fare when he was unable to change a large bill.

For (38) Motorman G. E. Nidick and (39) Conductor W. O. Smith, Division Five, from J. E. Baker, who writes: "About noon yesterday I was on a 'C' car going down town. At the corner of Crown Hill and Columbia the motorman on our car noticed an unoccupied automobile going down the hill—he turned to his conductor and shouted, 'Quick, get that car!' That was all. The conductor swung off his car, ran to the auto, opened the door and steered it to the other side of the street where he parked it with the brakes on. Had this car gone to the other side of the street with no one at the wheel, it would have done considerable damage".

For (40) Conductor E. B. Martin, Division Four, from Mrs. J. V. Spears, for his courtesy and attention to passengers.

For (41) Motorman W. J. Templeton, Division Four, from Joseph L. Vandemark, for close application to duties and courtesy.

For (42) Conductor J. F. Chappus, Division Four, from Mrs. E. Franklin, for his courteous and obliging manner to patrons.

For (43) Conductor S. C. Baker, Division Five and (44) Motorman C. L. Carpenter, from B. T. Dyer, who says, "My car was stalled next to the car tracks near a safety zone. This blocked your 'R' car for some time, and your crew phoned for your wrecking truck. I want to thank them for their courtesy".

For (45) Conductor H. V. Rock, Division Five, from Edith H. Callahan,

for alertness and vigilance, and for kindness and courtesies extended his patrons.

For (46) Motorman Geo. Rupp, Division Five, from Fred W. Hawley, for courtesy to a blind woman, and notice of street stops to other passengers.

For (47) Motorman J. A. Limes, Division Five, from Mrs. J. C. Bradshaw for assisting her with baby while getting on and off car.

For (48) Conductor W. R. Nichols and (49) Motorman W. E. Garris, Division Five, from W. H. Kelly, who writes concerning these men: "Their carefulness, courtesy and judgment are worthy of the appreciation of their passengers, and no doubt reflect the training of your company". Nichols is also commended by Mrs. W. Perdum for advancing her fare when she found her purse empty.

For (50) Coach Operator O. M. Lewis, Motor Coach Division, from Mrs. Agnes Gillman, commending him for his kindly efforts in assisting her during a recent rain.

## Appreciation

The family of J. H. Maag acknowledges with grateful appreciation your kind expression of sympathy.

\* \* \*

Gratefully acknowledging and thanking you for your kindness and help during our recent bereavement.

Mr. and Mrs. W. E. Ward  
(Mrs. Ward is sister of F. M.  
Wilson, deceased)

\* \* \*

I take this means of extending my heart-felt gratitude to members of the Los Angeles Railway, especially the Traffic Department for beautiful floral piece and other kindnesses during our recent bereavement when my dear wife passed away.

George M. Smith

\* \* \*

I would like to express my appreciation for the kindness shown me at the time of my husband's death—the late A. R. Boyes. The flowers you sent were very beautiful, and in every way, you were more than kind to him and to me. I think the way the Company so speedily paid the insurance policy deserves much credit.

Frances Boyes

\* \* \*

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

The Frazier Family



## Deaths

### F. M. Smallidge

The first death claim to be received by the Personnel Department of the company came with the passing of F. M. Smallidge on March 10th.

Within a few minutes of the notification of death, a check for the full amount of insurance was in readiness but inasmuch as the estate was named as beneficiary the insurance could not be immediately paid as the law provides that all legal possessions of the deceased must be probated, under such circumstances.

Smallidge was employed by the Company on November 20th, 1917 as Conductor at Division One. He was appointed Temporary Flagman on August 18th, 1925 and regular Flagman on March 1st, 1929. Ill health, however, prevented him engaging in active duty and he was placed on the special roll.

He was born in Bath, N. Y., on February 1st, 1866. He is survived by one son and three daughters who are residing in the East. His many friends extend their deep sympathy to members of the bereaved family.

### A. R. Boyes

Boyes was born in Napanee, Canada. He entered the service of the company on April 23, 1918 as Conductor at Division Four. He was engaged in active platform service up until June 11, 1929, when he was placed on the special roll on account of failing health. He is survived by his wife and daughter who have the sincere sympathy of his many friends.

### H. W. Frazier

Safety Operator H. W. Frazier was called by death on March 20th, following a brief illness. Frazier was employed by the Company on December 7th, 1909 and was top man on the Safety Operators list at Division Four. Several years ago he came over from Division Two.

He was born in Nicholasville, Virginia. He followed the various occupations of teacher, farmer and shipping clerk before taking up railroad-ing. He had built up a splendid record at the divisions and had made many friends during his lengthy career in platform work. He is survived by his wife and two daughters. The condolences of his large circle of friends is extended to the bereaved family.

### S. T. McLaren

Stricken with heart failure while on duty, S. T. McLaren, Repairman, Division Two Mechanical, passed away suddenly on the evening of March 24th.

McLaren was employed by the Company on May 18th, 1923 in the Me-

chanical Department and was assigned to Division Two, nights. He was born in Monticello, Arkansas, and leaves three sons and a daughter to mourn his passing.

### S. J. Stanley

The news of the death of Squire Jack Stanley, Foreman, Line Department on March 25th, came as a shock to his many friends, although he had been ill for some time at the White Memorial Hospital.

He was born at Greenview, Kentucky, and was employed as a Lineman of the Company on August 28th, 1918. He was later promoted to Foreman of the Line Department, and was actively engaged in this capacity until August 16th, 1929 when he was taken ill.

He has no surviving close relatives.

### E. Gorman

Edward Gorman, Mechanical Inspector of the Engineering Department, passed away at his home on March 28th, after a few days illness.

Gorman was born in Fredericton, New Brunswick, Canada. He was employed by the Company as Repairer on April 21st, 1909 and later, through his thorough knowledge in repair work, was made Inspector. During his length of service he had made many friends and his passing will be greatly felt. He leaves his wife and one daughter.

### H. P. Koster

Another death to come as a great shock to his many friends is recorded with the passing of Harry Philip Koster, former Foreman of the Paint Shop at South Park, on March 29th.

Koster was employed by the Company as Painter on February 12th, 1912, and for his efficiency in this department he was later made Foreman. On March 1st of this year he was placed on the special roll. He was born in Philadelphia, Pennsylvania and had lived on the Coast for many years. He is survived by his wife, son and daughter who have the sincere sympathy of all who knew him. He was a member of Fremont Camp No. 466 Woodmen of the World.

### J. H. Carihfield

Another old timer to be called to the great beyond is John H. Carihfield, former Repairer at South Park Shops, who passed away on March 31st, at Honda, California. Mr. Carihfield had been in ill health for a number of years and was placed on the special roll on March 19, 1924.

He was employed as a Repairer on September 12, 1906 and served faithfully in this capacity until ill health prevented him carrying on active service. He was born in Little Prairie, Illinois on January 25, 1864. He is survived by his wife and daughter

who are residing in Venice, California, and who have the sincere sympathy of his many friends and acquaintances.

## Medical Changes

Under Belvedere Gardens paste the following over the name of Frank M. Wilson, M. D.:

*Newell J. Brown, Jr., M. D.*

*503 Whittier Blvd., Montebello 31.*

Under Approved Pharmacies, add the following:

*Copeland Apothecary,  
54th & Normandie.*



H. N. COLE

Misfortunes usually double up on a fellow. Conductor L. Newton lost a roll of dimes about two weeks ago and shortly afterward was off sick for several days. The loss of five dollars would put ye scribe in bed for a week.

There are reasons for everything, some obscure, others visible. Conductor Bob Rogers recently sold his home at the end of the "S" car line and moved closer in; incidentally, he is now living near Wrigley's baseball park. Bob is a great baseball fan.

The same old story, yet ever new: Motorman Ed Worsley went home the other night and found his machine missing, and was about to report to the police when his thinking faculties began to work, and it dawned on him that it was comfortably parked down at the division.

Away out in the country beyond Woodward, about eleven-thirty p. m., Motorman B. B. Baker's machine suddenly refused to function and when the taxicab landed him home it was about two a. m., and he was due to get up at three. According to his conductor, Ed Urban, it took B. B. only a few days to catch up with his loss of sleep.

Conductor J. M. Walker is back at work again. He recently came back to Division One from Division Four and before he could renew old acquaintances he had to lay off on account of illness for about thirty days.

We are glad to see Conductor E. L. Ayers back and looking so well. He was confined to his home several weeks on account of illness.

After a long siege of illness, Motorman J. M. Click was at the Division a few days ago shaking hands with the men. He is convalescing from a major operation and it will be several weeks before his strength will permit his return.

We are indebted to Instructor G. L. Musselwhite for the following: "On the fifteenth of this month when the young cyclone paid a visit to our city, Motorman G. B. Tichenor was working the 'J' line, and at Twenty-sixth Street, when timbers, roofs and other things began to fly through the air, he immediately stopped his car and waited for it to pass and then proceeded on his way as if it was an everyday occurrence." Musselwhite says, judging from his action, he



must have received his education in Kansas.

Conductor A. Q. Hewitt, who has been on the sick list for about a week, has returned to work.

At last Conductor A. G. Rex has learned that the "J" Line is the most aristocratic line out of this division and accordingly has bid in a run on this line.

After being out of the service for about a year, Motorman M. G. Johnson returned to Division Five a few months ago, and recently had an opportunity to trade with Motorman W. H. Murray and now is back home and happy.

Motorman J. E. Fagin, who has been on the sick list for several days, has returned to his duties.

Conductors H. E. Sandberg, M. H. Boswell and W. Watson are reported on the sick list.

On account of the death of his little child, Motorman A. A. Whitaker is off for a few days.

On the sick report we find the names of Motormen W. V. Edwards and L. L. Nelson.

After several days of illness, Motorman G. H. Doyle is back on the job.

Motorman George Arnold has taken thirty days off and it is understood that he is taking a trip to Texas.

Conductor C. D. Burnett is confined to his home with a sprained ankle.



## Division Two

H. F. NELSON

The weather must be very nice back in Chambersburg, Illinois, for Conductor P. F. Clark sent in his resignation from there, while on a ninety day leave of absence.

Conductor H. Cannon dropped in at the Division the other day looking as fit as a fiddle, and said he expects to be back to work in a couple of weeks, if the government doctors will give their official O.K.

A. J. Skinner, formerly a motorman of this Division, wishes to be remembered to his many friends here. A letter was received from him about a month ago from Canada. He had been enjoying lots of skating and skiing. That might all be fine, Fred, but we'll meet you at the beach.

Motorman A. H. Peirce has been working in the Los Angeles Police Department and is keeping R. D. Hawley company at San Pedro. They both seem well satisfied with their new line of work and we wish them both luck.

Conductor H. Yardley has been working a short morning tripper for several weeks owing to his wife's health. At present she is in the hospital and is getting along as well as can be expected.

Motorman W. D. Billips spent a week with E. E. Smith and W. V. Holman at Nippinawassie, California.

Conductor J. L. Degen received word that his father was very sick in Idaho, so Joe handed in his resignation and started out for home.

Conductor E. K. Ingram is back with us again and is gracing the bottom of the extra board.

Conductor S. J. Bacon purchased a new Chevrolet sedan and has been busy get-

ting it broke in for the summer, when he expects to make several trips.

Cash Receiver Jack Williams and Mrs. Williams made a trip to Agua Caliente for the big race and report having a dandy time. Others who have visited the Mexican resort in the past few weeks are Mrs. Finley, Mr. and Mrs. C. F. Foster, J. E. Bourland and C. H. Kellogg. Superintendent T. Y. Dickey, Foreman J. A. Madigan and Conductor H. A. Hansen spent the twenty-third at H. A.'s ranch, putting out apple trees and enjoying the fresh country air.

Conductor E. G. Koller was granted a two weeks leave of absence. He is spending it resting up.

Conductors W. E. Clinkenbeard and H. H. Lilly resigned during the past month. Motorman T. R. Anderson sent in his resignation while on leave.

Conductor A. O. Reynolds, who spent several years at the Transfer Bureau, is back at Division Two and is working a run on the "S" Line for the present.

Motorman D. W. Stagg found the work on the "S" Line too strenuous and has changed over to the "H" Line.

F. W. Bray, formerly a conductor of Division Two, dropped in to say hello. He has been working for the Southern Pacific out of Winslow, Arizona.

Here's another conductor who is getting ready for a long hot summer. J. L. Story is taking three weeks leave in order to do a little resting.

Motormen J. T. Hall and J. A. Bell are still on sick list, as are Conductors C. E. Moore, A. A. Burlingame and C. L. Smithwick. Here's hoping they will all be up and at it soon.

Dropped in at the Roller Skating Rink on Slauson Avenue the other night just in time to see Conductor C. J. Eisenlord lose his balance and go scooting across the floor for a perfect three-point landing.



## Division Three

L. VOLNER

We know that these columns are read by about all the trainmen, judging by the "razzing" ye scribe has received since the last issue, when Division Three failed to appear. Ye scribe assumes all responsibility for the "miss out", and will try and not disappoint you in the future. Would like to call your attention to the "Two Bells" box just inside the Conductors' Counting Room, where you will be perfectly welcome to drop any news item you may have, and we will try and get it in the following issue.

On March 1st Conductor R. E. Parker reported for duty in the Police Department carrying his squirrel rifle and a sword. Now, where he had used the sword is unknown, but the rifle was his boon companion when a boy back on the farm in Oklahoma. No doubt, he will now have to shorten the barrel to use in his new vocation.

We do not want to slight anyone in this column, and have just learned that Motorman W. A. Stebbins' Owl Run on the "W" Line is known as the "Snappy" Russian Owl".

There are many different names used

for "Token". A new one heard a few days ago: A lady called for "four favours".

The three gardeners of Division Three were immensely pleased when Mechanic Walton presented them with several species of cacti, and quite a number of the trainmen have contributed bulbs, shrubs, etc. Along about June we will have one of the prettiest yards around.

Conductor W. Jennings is all blossomed out with a new six-cylinder car.

Sure sign of spring is made evident by the number of requests for contemplated spring and summer lay-offs.

Conductor H. R. Christner has resigned to go back to Colorado to look after business matters.

No doubt, you have noticed the brightly painted stacks, ventilators, etc., on top the Company Restaurant. The Manager informs us this was done to keep the airplanes from hitting the roof when stopping for some of Tuttle's real coffee.

With the advent of spring the boys on the Hooper Avenue Line are anticipating mustard greens, and chitterlings. That's probably the reason the boys from the South favor this line. As to the chitterlings, better watch Hebling and Wappo or the rest might not get their share. Conductor Quinn has gone back to this line from the "W" Line. He says he must have his chitterlings.

Rain, snow, hail, sleet, waterspout, cyclone, all tended to produce more overtime and accidents during the past month. You can't "hit the ball" in rain and fog and keep away from accident reports.

A broken axle, which, by the way, is one of the first in years, caused Motorman Stebbins to make out an overtime card, but then, of course, he got to view the rushing waters and the generous downpour of rain along about midnight at Yosemite Bridge on Eagle Rock Blvd.

Conductor E. W. Ehde, who resigned a short time ago, is now engaged on the Mexican border as a Custom Agent.

When it comes to getting your money's worth, have you noticed the card the Car Barn Cafe has in the Assembly Room? From 10:30 a. m. to 3:30 p. m. each day except Sunday and holidays you get: Soup, crackers, special entree, potatoes, vegetable, bread and butter, coffee, tea or buttermilk, with pudding or ice cream for only thirty cents. Manager Tuttle is always trying to see that the trainmen are well fed and with the best the market can afford.

Motormen J. E. Archer, A. W. Broward and J. E. Stedman have given up positions as motormen and are now acting as conductors at Division Five.

On his return from a vacation to San Francisco, Motorman F. O. Leatherbury had the misfortune to turn over in his machine but escaped injury.

The extreme wet weather of the past few weeks caused the sea gulls of Division Five to flock over to the high ground at Division Three, in search of something to eat, evidently. When the waters have subsided they no doubt will return to their regular haunt. It is presumed each wore the olive branch of peace.

On account of the death of a brother, Mrs. J. W. Allen was called to eastern Oregon. Conductor Allen and daughter are doing the housekeeping during Mrs. Allen's absence.



Conductors Herriott, Mackay and Harry are spending a few weeks at Division Five on account of an emergency existing at that division.



## Division Four

C. J. KNITTLE

Hello, everybody, here's your news. To begin with, news is supposed to be something novel or strange. When the village parson's daughter eloped in her father's clothes and the village Blatter came out next day with an account of the elopement headed: "Flees in Father's Pants", it was news, indeed.

When Cash Receiver Ray Smith attended a recent meeting of the Square and Compass Club his presence was not unusual. He was not a stranger or a novelty. But when an entertainer, a sleight-of-hand artist, asked someone in the audience to examine his equipment, "Coughdrop" volunteered. Then things began to happen. He examined the well known derby and assured the unusual gentleman that as usual it was empty. The performer then proceeded to convince the audience that, if cackle berries meant anything, "Smithy" had made five dozen mistakes, and when he failed to hold more than four dozen, the entertainer suggested that he sit down. He did, or rather intended to—when FLUMP went the chair with eggs rolling everywhere as "Smithy" hurried back to his place in the audience.

Motorman R. C. Dean has purchased a new six-room home at 415 West 115th Place.

Motorman F. L. Doherty was granted a six weeks leave March 4th, to have dental work done and to visit in San Diego and Catalina.

Conductor E. P. Bailey, at the time of this writing, is confined in St. Vincent's Hospital with a serious case of rheumatism. He was taken there March 9th.

A gang composed of Foreman B. B. Boyd, Motorman "Cocky" Roach, Safety Operator A. G. Nelson and Conductor C. A. Evans journeyed to Catalina, March 12th, with the sole purpose of hunting goats. There were many smiles as the quartet departed, but he "who laughs last laughs best". The hunters got seventeen goats. Roach was credited with eight of them.

Conductor G. Granger was granted a thirty days leave March 12th. He is vacationing in Riverside County.

Motormen J. W. Jergenson, S. D. Luckhurst, and Conductor D. J. Ruff were transferred to Division Five March 19th to work the "back end" permanently on account of a shortage of conductors there.

Conductor J. J. McFarlane returned to duty March 20th, after being out twenty days with flu.

"Johnnie" the stenographer-switchman is sporting a handsome new wrist watch.

It is with deep regret we report the passing of our top Birney man, Safety Operator H. W. Frazier. Mr. Frazier was serving his twenty-first year when he was taken ill with toxic poison. He died March 20th.

Conductor L. E. Sherwood of Line "P" takes credit for selling twenty-five rolls of tokens March 10th.

Conductor E. E. Wilke was granted a ten day leave March 24th, to make a business trip to Arizona.

Dr. Endres, an ambulance surgeon of Wilshire Police Station, tells the following incident which occurred in the early part of March: "We received a call to Washington and Rimpau. A motorman, running from a hash joint to his car, was struck by an auto and knocked out. Arriving at the scene, we found no motorman, no street car, no gazing throng. A man, who said he was the driver involved, came to us. 'Where's the man you hit?' I asked. 'He was knocked cold and the supervisor asked me to stay with him until you came. I promised to and the supervisor started with the car back to town. Just then the motorman came to, ran after and caught the car. I stayed to avoid the hit and run charge.' 'That's fine', answered Dr. Endres, 'But this time I'd say it was the victim who got hit-and-run'.

On March 7th Conductor A. L. Endsley had his watch stolen from his home. Twenty days later, the police informed him the timepiece had been found in a Stockton pawnshop. The movement had been replaced and put in a different case. That's what we call luck.

Just for our own information, we would like to ask Conductor Jim Saunders if a top coat can be dried when it is hung out in the rain.

Motorman R. K. Dowell is out right now on account of a sprained ligament in his arm. The injury was sustained on March 15th, when he attempted to board a moving "M" car on his way home.

We regret to hear that Motorman Joe Keller resigned on March 28th. Chronic ill health is the reason. Joe has been with us more than nine years, and when leaving expressed a desire that his best wishes be conveyed to his fellow trainmen through "Two Bells".

Motorman F. C. Folger had the thrill of his lifetime during the early hours of the morning when he knocked at the door of what he supposed to be his new home only to find some other person in possession. Folger, it appears, had rented a new house from a real estate agent. He had also arranged for a moving van, packed his furniture and left his wife in charge of the moving operations, inasmuch as he had to pull out on a late run. Meanwhile, Mrs. Folger arrived with the furniture at the new address, where she found that the place had been rented by the owner to some other people. She, therefore, arranged to have the furniture stored at her sister's place which was nearby. Folger on his arrival at 1:00 a. m. knocked at the door and, when asked who was there, said, "It's me". A male voice replied, "Who in the h—l are you?" After moments of suspense the man in possession asked if he were Mr. Folger. When informed the late caller was none other he was given a note left by his wife explaining the situation.



## Division Five

FRED MASON

Conductor H. E. Johnson sneaked away for sixteen days last month and is honey-

moonng in El Centro. Congratulations, Johnson, old boy.

On the 17th of March, Conductor M. B. Wallace started out on a thirty-day leave of absence and headed for Oklahoma City. He also entered the ranks of the benedicts and is bringing the wife back with him.

On account of the serious illness of his sister, Motorman W. C. Burnett is off for thirty days to visit her in Dallas, Texas.

Motorman Louis Larson has a touch of influenza and is spending a week or so at Murietta Hot Springs, recuperating.

The "High Hat" crew, Motorman Homer Cage and Conductor Frank Adams, dropped in one morning recently, wearing their blooming top 'ats, and made quite a 'it with all the boys. They can be seen, wearing their toppers, at any of the Saturday midnight shows, and they both look very good—the hats.

A sight worth seeing was Merdie Rhodes, our janitor, chasing a possum around the division yards one recent Sunday morning. After a merry chase lasting about thirty minutes, Merdie finally got it cornered and made the capture. Motorman S. C. Baker took the possum home and penned it up with chicken wire. About four days later the possum had eaten through the chicken wire and left for other parts. Where it came from nobody knows and where it is now is Motorman Baker's question.

Our first series in the Pinochle Tournament was not at all favorable for us, having lost the whole five games to Division Four. However, that does not mean a thing to us, as we are noted for being slow in getting away from the barrier and hard to catch on the home stretch. On our return match with Division Four we almost evened up things by taking four out of five, which made the world look brighter. Watch us go from now on, Oh, Aces.

Conductor Bill Durbin, who has been on the sick list for some time, writes from Tucson, Arizona, where he is recuperating. Says he is getting along as well as can be expected and wishes to be remembered to all the boys.

Motorman H. F. Kyser is also sojourning in Tucson, Arizona, on account of his health, and is steadily improving. He also sends his kindest regards to all the boys.

Conductor H. D. Webster, who was hit by an auto and knocked about thirty feet while crossing the street outside the barn on March 14th, is getting along fairly well.

Sorry to say that Motorman Harry Bush, who has been off sick for over a month now, is not getting along so well, his old legs having gone back on him, making it necessary for him to use a couple of sticks to do his running around on. Accompanied by his friend, Mr. Henderson, he is going to take a trip to California Hot Springs, and, as Harry says, "I'll be a ten second flat man when I come back".

Motorman P. N. Stewart, who was operated on at the Methodist Hospital recently, dropped in to see us the other day and is getting along fine, and hopes to be back on the job soon.

Conductor Ben Gardner has been off almost a month now, having injured his hand while putting up a fender. We sin-



cerely hope that his injury will soon heal and that he'll be cranking through as usual in the near future.

We are sorry to announce that Motorman H. D. Gordon has been on the sick list since March 12th on account of heart trouble. We all join in wishing him a speedy recovery.

We have several new faces with us since last going to press. Conductor C. W. Comstock transferred over from Division Two. Conductor D. J. Ruff transferred over from Division Four. Motormen J. W. Jergenson and S. D. Luckhurst transferred over from Division Four as conductors. Motormen J. E. Archer, A. W. Broward and J. E. Stedman of Division Three, transferred over as conductors. Welcome, boys, make yourselves at home.

If there's anything you want in dahlia seeds, see Motorman Louis Erickson. Louis has quite an assortment and every year produces some wonderful dahlias.



## Motor Coach Division

J. H. McCORNACK

I. N. Rone, Wilshire conductor, waited twenty minutes the other night for his wife to come for him after work. He then went home on the street car and started to bawl her out. Imagine his embarrassment when he was informed by wifey that he had driven to work that morning and his car was still waiting for him at the Division.

A. Erskin, our oldest man of the division, left us the 24th. He has received an appointment with the police force of Burbank.

We now have ten new men on the Wilshire Line and three on our own lines.

J. G. Hemstead, a former employe, has returned to the service. He has been in Portland and came south on account of his wife's health.

J. F. McCarron should be more careful with his mail. A waitress in McDonald's Cafe on St. Patrick's Day served him nothing but green colored foods.

R. L. Smith, who was formerly with us about a year, has returned. He has given up the tile setting business for the present.

George Simmons maintains that you cannot have dandruff without hair. He is substantiated in this by Charles Lyle.

Congratulations, Gregory. It takes a good man to fool the same woman twice.

Two ladies in a coach disputed concerning the window and at last called the conductor as referee. "If that window is open", one declared, "I shall catch cold and will probably die". "If that window is shut", the other announced, "I shall certainly suffocate". The two glared at each other. The conductor was at a loss, but he welcomed the words of a man nearby. These were: "First open the window, conductor. That will kill one. Then shut it. That will kill the other. Then we'll have peace".

## GARAGE

Jack Savage's car No. 48 won third place Sunday, the 9th, at the American Legion Speedway. His driver held back at the start or he might have bettered his position. Sunday, the 23rd, he met disaster. A steering knuckle broke on the 57th lap, which threw his car into the fence, completely demolishing it and injuring his driver, Kenny Stoddard, so severely that he died a short time later at the General Hospital.

A. Jackson now wears the grand prize mustache. Sidetrack for N. Lane if his ever attains that size.

J. Keller may move to South Gate. He has made a lot of new acquaintances out that way.

J. Rowen has traded his Nash for a Chevrolet Coupe. He still has his ten-dollar Ford. It can be bought for \$9.75 now.

Miss Irene Matherly is our new telephone operator.

Clarence Marine, formerly of the Garage Office, has purchased a ranch near Wm. Decker's at Wineville. He had to have some place to smoke his pipe.

George Riggs drove so fast to the bank to cash his check that he received a ticket for speeding. On arriving, the bank refused to cash it on account of lack of identification. On walking out he remembered his traffic ticket and presented that at the window. The cashier said, "Perfect". Maybe these two men have something in common.

E. Sullivan reports that the stock in his left hand thread cutting invention is going up.

Benny Walters has purchased a home out in Lennox, California—not Lennox, England.

Since checking the tools Scotty Crawford has been called the heartless wretch.

W. Dewhirst doesn't talk about anything but walnuts since the rain.

The only way that Wm. Craig can account for the loss of so many tools is that his boy must have carried them away to fix the lawnmower.

Paul Wood and George M. Tryk issue an open challenge to anyone in the Company for a game of golf. If you think you are good just take these boys on.

R. Starling, while playing golf at Montebello, was approached by a man who wanted to pay him off, saying the hole was deep enough.

George Oliver has acquired a dog. He has named him Carpenter.

William Craig ran away from Riggs with his old Dodge.

J. F. Albright, the night watchman, on the morning of the 25th called his wife and said that he would be home late. He then paced the garage till morning in order to take a crack at Doyle Richel because his check was among those belonging to the boys on the washrack, only to learn that Doyle had nothing to do with the mixup.

George Riggs took a day off Wednesday, the 26th.

You should see the two large padlocks Earl Hansen has on the hood of his Ford now.

Desse Doer bought a new pair of cov-cralls. He has been asked if he was

going camping. They look like a tent.

H. Pauchert was in to see us for a short visit.

After working here all these years, Sam Atkins just found out George Baker was Bill Baker's dad.

The boys would like to find a real old fashioned old lady and buy her old petticoats for a man-sized grease rag.

O. Adams took a trip to Big Pines last Sunday for a try at skiing. He then drove to the desert and finished the day by bagging some thirty odd rabbits.

Sam Atkins, having been here since March 9th, 1922, has received a pass for his wife.

T. Kirkwood has taken a trip to Texas to attend the funeral of his mother.



JACK BAILEY

As I take my typewriter in my lap for this months outburst I am devoid of inspiration and have only remembered—due to the eloquent notice of "Ye Editor". Please have some pictures taken of the little kiddies or of the wife and home and help your scribe make our space a real spot of interest. Don't forget the pictures next month.

Army Armstrong, the dapper home town "cut-up", is doing his doggonest to get the Lary baseball players lined up for the coming season. He holds down the position as manager this year and we are looking for great things to happen. Watch for the first game and come out to assist personally and materially.

Painter Fred Oglesby received a very interesting letter from Otto Simek, who formerly worked in the Paint Shop. He writes that he often thinks of the boys at Fifty-fourth Street Shops and also states he is married to Miss Conrad, sister of Joe Conrad. He gets out the old album and thinks of California and its sunshine as they have had a hard winter in Czecho-Slovakia, his native land.

Painter John Shultz had some words with a policeman the other night when he was stopped for driving without lights. It seems John did not have the chance to say much for himself until he had the ticket and for those few words he got two extra special charges, as you know John uses that German dialect of his.

E. A. Medley, a former co-worker who has been working in Arizona, was a visitor at the Shops the other day. Medley was one of the Paint Shop crew and has been away one year.

B. Hector of the Paint Shop is reported on the sick list.

Painter Frank Struhs was at the Caliente horse races. Struhs is thankful that he bought a round trip ticket.

We extend a cordial welcome to the latest employe of the Carpenter Shop, R. P. Millan.

The Department extends deep sympathy to August Prenger, Carpenter, on the sudden death of his mother.



Since Carpenter Bill Skinner has been wearing those new glasses he claims he can eat anything and lots of it. Yes, Bill is a Scotchman.

Carpenter A. L. Dellinger suffered the misfortune of dropping a bumper iron on his foot and is confined to his home. Al has our sympathy and we hope that he will soon be back on the job.

Fishing poles and hiking boots will soon be overhauled. The Upholstering Twins, Ed Wing and Bill Wilson, have already had a try at ocean fishing. They report it a little rough and rather hard on the breakfast.

Earl Scholes, of the Store Department, has graduated from the Ford to a Star Six. We were given to understand that a Ford Coupe is not a family car.

Ah, ha! We have found another young man who has gone the way of many. Our clue was the large amount of his telephone bill, the cause a new blonde, and the victim is Truckman Fred Brenon.

A sure sign of spring: Truckman Bill Thun blossomed out in a new pair of overalls, a new shirt and a new tie.

We welcome to the Truck Shop one new employe who arrived in March — L. Spratt.

Truckman Jim Giles seems to be in very high spirits the last few days. The only reason we can give out is that he is a grandpa. A very small reason but a good one.

Truckman Herb Turner discovered a new talent, that of playing bunko. We won't state that he plays a very good game of golf, tennis, pool, poker, etc., and has a good wife.

E. McCleantham, Northside Transfer Table Operator, answers on the sick list.

Truckman Fred Joyce is staying up late these warm nights with his new radio.

Truckman Ray Williams is entertaining his brother from Denver, who is visiting him.

Ed Baker, Switchman, is now up and about his job, although his foot has not entirely healed from injury sustained several weeks ago.

Introducing two new men in the Machine Shop who are temporarily replacing Art Clinton and O. Rivers: F. J. Turner and L. Clemens. George Nally is also a new employe of this department.

Many employes in the organization were deeply grieved to hear of the recent death of Hiram W. Frazier, co-worker of Division Four and father of F. Arleigh Frazier, Clerk, in the Machine Shop Office.

Clarence Lock of the Machine Shop was at Big Bear during the recent heavy snowfall. It is funny we do not ever get any pictures of these week end outings.



H. K. CONACHER

#### DIVISION ONE

H. W. Lawrence, Watchman, came to work the other morning and started telling how he hated to get up, when it suddenly dawned on him that it was his day off. Tough luck, Al.

Clay Heywood broke a tooth out the other day, but as luck would have it, it was a tooth out of the starter gear on his car.

Geo. Smith has a new sport all his own, shooting frogs out in Hawthorne. When asked what kind of a gun he used, George replied that it was an ORLONG. We don't know what that is, but anyway it gets the frogs.

Eddie Miller has a new way of getting into his Ford. He crawls in through the back window. Better take your keys with you the next time, Eddie.

Peter Hamlin, formerly of this division, dropped in to say hello to the old gang the other day. We were all pleased to see Pete again and to hear that he is making good.

#### DIVISION TWO

H. J. Tafel resigned from the services of the Company on the first of the month and expects to find work nearer to his home in Reseda. Good luck, Herman.

V. R. Bell reports a splendid visit with L. Martin, formerly of Division Two, who is now operating a service station on the Cajon Pass.

G. V. Lendy is the latest victim of the man with a majestic ring, having purchased a new model 91 Majestic radio.

L. N. Morris tendered his resignation, effective April 1st. Leo is returning to his old home in Utah. We all join in wishing him the best of luck and hope to see him back soon.

J. Marsden reports a fine trip through the Orange Empire on one of his recent Sundays off.

W. J. Christmas and E. Sayre were interested visitors at the recent auto show and both claimed to be very well satisfied with the new 16-cylinder Cadillac, but, as yet, neither one of them has been seen driving one.

We were all very sorry to hear of the death of S. T. McLaren and take this opportunity to extend to his family our most heart felt sympathy.

#### DIVISION THREE

Foreman F. F. Robey of Division Two was presented with a little token of friendship on St. Patrick's Day, donated by several of the boys at this division.

W. Alport and several friends made a trip to San Diego and Tia Juana last Sunday, where they had a very nice time, and why not?

#### DIVISION FOUR

Talk about class, just take a look at the new Fords that Tom Childs and Shorty Johnston are sporting around in. We are very pleased to report that R. C. Hopkins, our former watchman, is improving. If any of you can spare the time, drop out and say hello to him. He will be glad to see you.

C. Laffin, Storekeeper, and family spent last Sunday up at Lake Elsinore, where they had a very enjoyable time.

L. G. Lee and family made a trip to Camp Baldy last Sunday and spent a few hours in the snow.

Tom Watts has purchased a new 1930 Chevrolet roadster. Look out for the speed cops, Tom.

#### DIVISION FIVE

Harry Dixon, First Groupman, has resigned and moved to San Francisco, where he expects to go into the automobile game. Good luck, Harry.

Several of the fellows at this division would like to know why George Macqualters carries an inch and a half hawser on the front bumper of his machine. How about it, Mac?

Ray Crowthers has purchased a 1924 Willys-Knight, with which he hopes to enjoy himself on his days off.

O. E. Lund, Assistant Night Foreman, has returned to work after a short illness. Glad to see you back, Oscar.

Wheeler Ellis has purchased a new Majestic radio. How is everything in China, Slim?

The personnel of the Mechanical Department wishes to extend sincerest sympathy to the family of E. Gorman, Mechanical Inspector, who passed away on March 28, 1930, after a short illness.



H. I. SCHAUBERT

"Mac" Cavanaugh is an air-minded person. In one of his brighter moments he conceived the idea of transportation via cyclone by setting his water bucket out in the middle of Hawthorne Boulevard in the path of the recent twister, which was headed for Vernon Yard. Said twister arrived at the Yard, but evidently Mac did not arrange stop-over privilege for the bucket.

Another budding genius in the Way and Structures Department as Carle Hefington, who attempted to save wear and tear on his hoist by sliding his dump truck over the edge of the bank in the deepest part of the sand pit. He got rid of his load all right, but found himself unable to drive the empty truck up a vertical bank forty feet high.

"Believe it or not"! Charlie Plume was seen the other day out in the hot sun, RUNNING. It's all right to train down a little, Charlie, but unless your bride is an exceptional shot it would be much easier to dodge than to run.

Spring practice for the Los Angeles Railway Baseball Team is under way. As they cannot expect, or care, to equal their last year's strike-out record, yours truly will not be among those present.

Bill Morgan has made a request to the Purchasing Department for a "Wee Gee" board to assist him on pay days in locating Sam Mouser, who on last pay day was trying to satisfy Ed Fleming, Jake Zuber and Jimmy O'Connor by being in three different locations at the same time. Result: Thirty-five minute delay to Bill's lunch. 'S tough.

Johnny Teegarden was forced to wear ear muffs during our recent hot spell while the new bins and platforms were being built in the Yard Warehouse. Johnny, you know, does a lot of heavy thinking, and as the carpenters, Tumbleson and Carron, applied a lusty hammer to wood and thumb, he donned the muffs.

Reliable fishing information can be had from Frank Putnam, who is now comfortably installed in his newly painted office at the Vault.

Sincere sympathy is extended to the boys at South Park Shops who have been forced to put up with Cal Simmons during the recent repairs to Cal's derrick.