

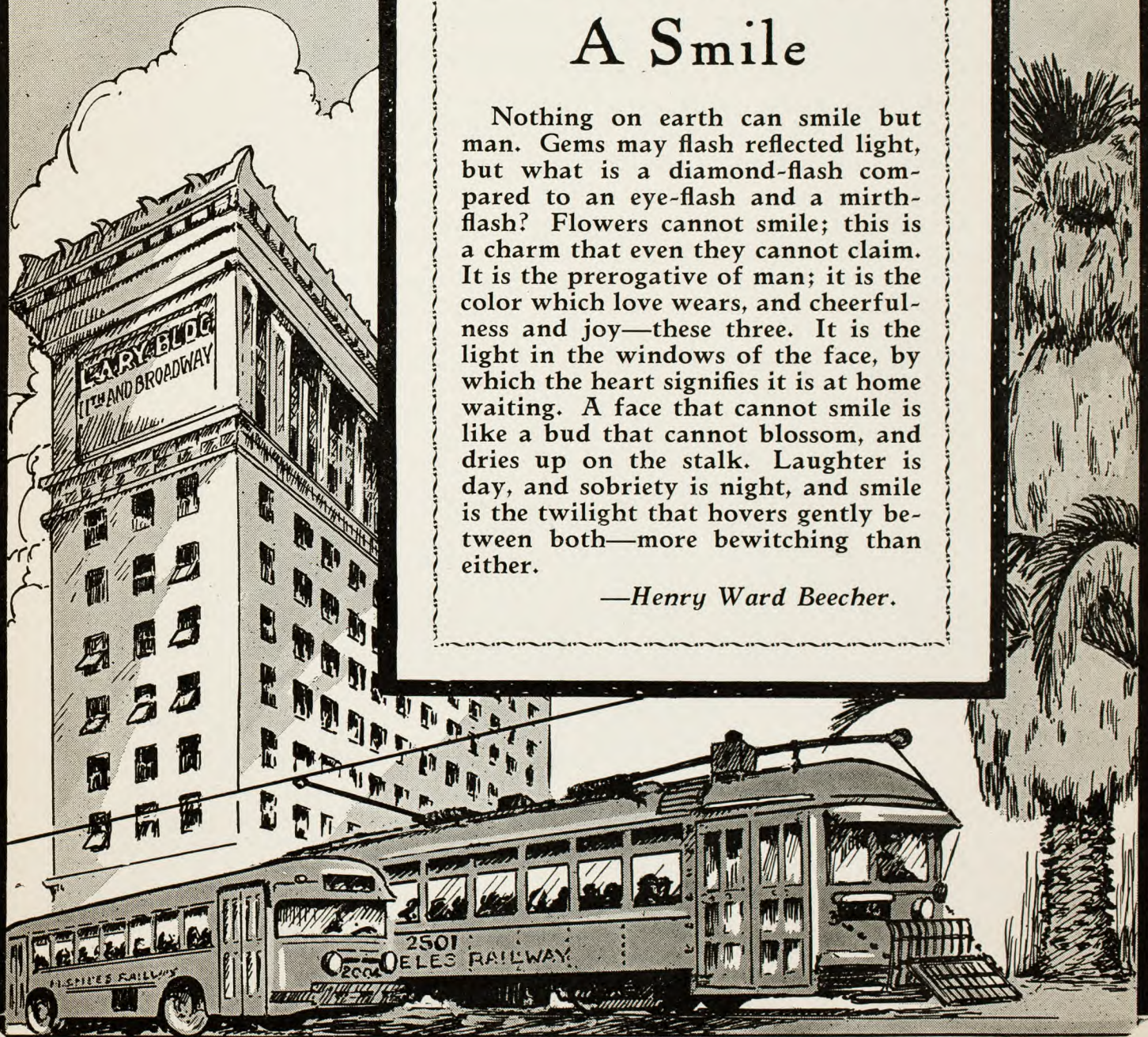
TWO BELLS

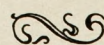
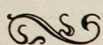


A Smile

Nothing on earth can smile but man. Gems may flash reflected light, but what is a diamond-flash compared to an eye-flash and a mirth-flash? Flowers cannot smile; this is a charm that even they cannot claim. It is the prerogative of man; it is the color which love wears, and cheerfulness and joy—these three. It is the light in the windows of the face, by which the heart signifies it is at home waiting. A face that cannot smile is like a bud that cannot blossom, and dries up on the stalk. Laughter is day, and sobriety is night, and smile is the twilight that hovers gently between both—more bewitching than either.

—Henry Ward Beecher.





The Right to Courtesy

THE patron of a utility such as ours has a reasonable right to expect more in the way of personal attention and courtesy from one of our trainmen than from an employe in a private business with competitors next door. The reason for this is apparent. If the individual feels that he has been wronged or has been treated discourteously by a merchant, he may go to a different merchant, but if he thinks he has been mistreated by representatives of our organization, he has no alternative, and so this displeasure and enmity sinks into his being and sours him against our company. This ultimately results in loss of patronage.

This thought was expressed by R. B. Hill, Manager of Transportation, at the dinner given to the winners of the Safety and Courtesy Contest when he spoke of the paramount importance of courtesy in the campaign.

We ought, therefore, to try to do a better job in rendering service to please our patrons than is the case in other lines of business. It is an actual obligation of trainmen to be more considerate and more courteous. Every patron in every transaction deserves civility and appreciates it when received although they may not openly manifest it. Reduction in the number of accidents is of extreme importance, of course, but courtesy is of tantamount necessity if we wish to make friends and increase patronage of our lines.

The Seven Mistakes of Man

"There are seven mistakes of life that many of us make," said a famous writer, and then he gave the following list:

- 1. The delusion that individual advancement is made by crushing others down.*
- 2. The tendency to worry about things that cannot be changed or corrected.*
- 3. Insisting that a thing is impossible because we ourselves cannot accomplish it.*
- 4. Refusing to set aside trivial preferences, in order that important things may be accomplished.*
- 5. Neglecting development and refinement of the mind by not acquiring the habit of reading.*
- 6. Attempting to compel other persons to believe and live as we do.*
- 7. The failure to establish the habit of saving money.*

Platform Philosophy

Some self-made men are like a self-made cigarette—a lot of bull wrapped in transparent paper.

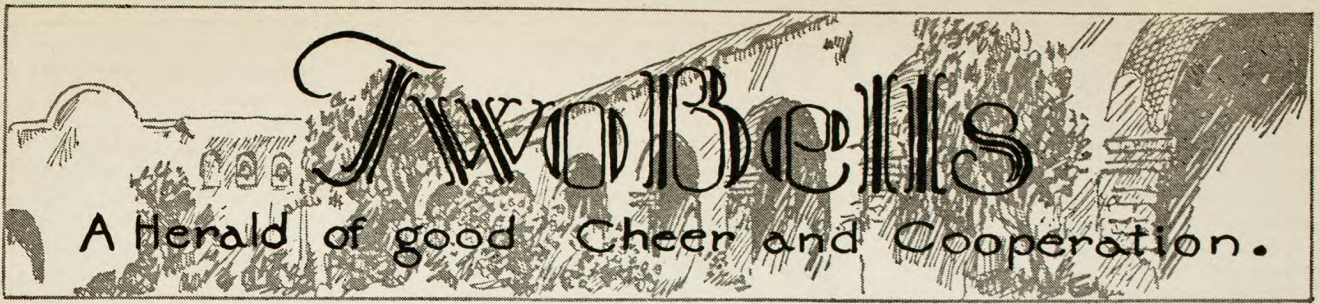
It requires constant vigilance to keep from condemning a man simply because he is different from us.

We like people who have a mind of their own—if they are pleasant about it.

You may buy books and books, but if you have never been able to accumulate a bank book your library will never amount to much.

Hunt for the good in the other fellow—he has to do the same in your case.

There are many people who think they have ideas that are really only prejudices.



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JANET C. MCNEILL - - - - - Publicity Manager
 W. T. SHELFORD - - - - - Editor

Contest Winners Guests of Management at Banquet

The sumptuous dinner given in honor of the winners of the May and June Courtesy and Safety Contest on July 23rd may now be considered a matter of history but it has been said that many things in history repeat themselves. If this is true a great number of "comebacks" may be expected at the next dinner.

At flower-bedecked tables that made a very pleasing appearance in the

ballroom of the Westgate Masonic Temple, the contest winners, with their ladies, enjoyed a repast that was second to none. Chef Harry Tuttle, well-known Manager of the Car barn Cafe, directed operations from the kitchen, and replenished appetites with everything from "soup to nuts".

Tuttle's corps of able and disabled assistants comprised of Division Superintendents, Foremen and Depart-

ment Heads, who set aside their dignified mien and took a hand in juggling dishes, and waiting tables; reported here and there by those who knew them to be the best day's work many of them had done in years. Some of the tables may have waited but this was caused through traffic delay. When George Ferguson stepped out of the kitchen, occasionally, traffic ran smoothly.

Seriously speaking, though, the dinner was excellent and the service par-excellent. The gathering numbered in excess of one hundred and fifty persons who undoubtedly enjoyed every minute of it. Place cards were ar-



Above: Just before the guests were seated at tables. Below, those responsible for the service: Seated, left to right: J. G. Owens; Mrs. Dan Hanley; A. W. Reid; H. T. Tuttle; E. A. Tower; George Ferguson; J. A. Madigan, and T. Y. Dickey. Standing: W. B. Snyder; J. B. Lair; H. O. Taylor; J. H. Sheridan; O. T. Elrod; L. L. Wimberly; A. F. Grant; John Collins; Ran Healy, and E. C. Williams.

ranged so that the winning groups were separated in such a manner that they might become acquainted with the winners of other groups. As a side issue, prizes were awarded to ladies holding lucky numbers. During the dinner, entertainment was provided from the stage of the ballroom.

E. R. Dye, Operating Superintendent, was master of ceremonies and introduced the speakers. Short addresses were given by R. O. Crowe, Vice President; C. M. McRoberts, General Claim Agent; and R. B. Hill, Manager of Transportation, who complimented the men on the excellent results of the campaign.

With the present contest one month under way, officials of the Company

will be watching its progress with great interest. According to Bob Hill, trainmen who are pulling down the average of their teams will be carefully checked to determine why they are unable to carry on as efficiently as others in the same group. He expressed the hope that even greater achievements in reduction of traffic accidents will result from the present campaign and at its conclusion a greater number of trainmen will be winners out of the approximately two thousand and sixty participants.

Meters Serve Motormen In Use of Power

As a result of investigation carried on for several years past, a complete installation of Economy Meters on every passenger car of the Company is now under way. At the present time all of the cars at Division Two are equipped, and operation was started on July 23rd.

Results on over 150 properties that are equipped with these meters indicate that a saving of at least ten percent in the total power bill may be expected. This does not mean necessarily that our operators have been careless or wasteful in the use of power, but it does mean that with the meter each man has the opportunity of seeing exactly how much power is needed under varying conditions of traffic and can govern himself accordingly.

The meter will serve the motorman in the use of power, just as his watch serves him in the maintenance of his schedule. The meter itself is exactly like our house meters except that it is larger and more ruggedly built to stand up under the service to which it is subjected. It is connected on the car so that it only measures the power which goes to the motors which drive the car. The air compressor and lights are not metered. Each motorman is required to read the meter when he takes a car and again upon leaving the car. The difference between these two readings will give him the number of Kilowatt-hours he has used. As each Kilowatt-hour used on the car costs about one cent, this also tells him exactly how much it has cost him to operate his car.

The meter is supplied with three auxiliary dials for the use of the Mechanical Department and may be used to determine inspection periods or for other miscellaneous purposes.

Some of the other properties which are equipped with these meters include Chicago, Philadelphia, Cleveland, Pittsburg, St. Louis, Kansas City, Cincinnati, Denver, Atlanta, Milwaukee, Seattle, Oakland, El Paso, San Diego and Mexico City.

John Collins Now Meter-Mileage Head



Now that the installation of meters on street cars is an established fact, John C. Collins, formerly Supervisor of Safety, has been appointed Superintendent of the Meter and Mileage Department, which appointment became effective on July 23rd.

Collins has been a familiar figure to trainmen in his official capacity as Supervisor of Safety since October, 1920, and was elected an Administrator of the Provident Fund by a large majority of votes last March.

The present office of the Meter and Mileage Department is in Room 701 of the Main Office Building.

A Pressing Appeal

Arrangements have been made between the Company and Carters Studio Service, 8950-8960 Keith Avenue, West Hollywood, to clean, deodorize and press, in a first-class manner, all uniforms of employes at the price of sixty-five cents per uniform. This price includes the repairing of all small rips in uniform, replacing of buttons, etc.

Uniforms will be picked up and delivered to the residences of trainmen not later than three days from date of pick up; EXCEPT where trainman is residing at an unreasonable distance from the city. In this case, arrangements will be made, within the very near future, and notice published, for trainmen living some distance from the city to leave their uniforms at some central point near their Division where they will be picked up by Carters Studio Service, and returned to the central point within three days from date of pick up.

Carters Studio Service will collect direct from employes the cost of service rendered.

It is the intention of the Carters Studio Service to immediately install a telephone line which may be used exclusively by trainmen in the transaction of business. This telephone number will be published as soon as installation is completed.

The Management hopes that trainmen will derive every possible benefit from this arrangement, and present a neat and clean appearance at all times.

Division One Meetings

There will be three meetings at Division One on Monday, August 11th, at 10:00 a.m., 2:00 and 7:30 p.m.

At these meetings the purposes and merits of the economy meters will be discussed by V. J. Lake, expert on meters. R. O. Crowe, Vice President, R. B. Hill, Manager of Transportation, E. R. Dye, Operating Superintendent, will be present at the meeting and give short talks. Dan Healy, Chief Instructor, will give a brief talk on the method of filling out the meter cards.

Witness Average Lower

Trainmen who, through consistent courtesy, maintain pleasant relations with their passengers find no difficulty in securing signatures on witness cards.

Division Four's record should prove a stimulant to the other entrants as it still holds the lead in rounding up witnesses. The other Divisions retain the same positions as in June.

The following shows their respective standing in this interesting and important record:

June		July	
Div. 4	6.50	Div. 4	6.64
Div. 3	5.87	Div. 3	5.83
Div. 5	5.12	Div. 5	5.12
Div. 2	5.04	Div. 2	4.80
Div. 1	4.65	Div. 1	4.34

The number of accidents for July increased. For the month of June, there were 1127 and for July 1284. The average witness per accident in June was 5.44 and in July 5.34.

Discourtesy Increases

Despite the Courtesy and Safety Campaign that is being waged—Discourtesy was the hoodoo in the July report. Aside from this, the report would have taken on a much better complexion as the other classifications mostly show decreases.

Discourtesy 28 in June, 38 in July, an increase of ten complaints on that score. Fare and Transfer Trouble increased 2 points, 42 in June and 44 in July; Starting Too Soon improved 1 point, 9 in June, 8 in July; Passing Up Passengers also improved 2 points, 10 in June, 8 in July; Carrying Passengers Past Stop, 13 in June and 10 in July—3 points; Dangerous Operation showed a decided improvement, 5 in June and 1 in July; Short Change 8 in June, 9 in July; Miscellaneous remained about the same, 43 in June and 44 in July—a loss of one point.

The total number of complaints for June was 158 and for July 162, a loss of 4.

Commendations Decline

Commendations decreased 19 points. In June there were 69 and in July 50.

The Rollers of The Rolling Stock



Front row, left to right: Day Foreman J. W. Melvin, Division Four; Day Foreman I. C. Gordon, Division Five; W. T. Brown, General Foreman of Carhouses; H. E. Jordan, Superintendent of Car Equipment; Day Foreman C. Heywood, Division One, and Day Foreman F. F. Robey, Division Two. Back row: Night Foreman R. J. McEntyre, Division Four; Night Foreman W. I. Green, Division Three; Night Foreman A. H. Graham, Division Five; H. K. Conacher, Inspector of Equipment; Night Foreman E. F. Bond, Division One, Night Foreman G. A. Waggoner, Division Two, and Day Foreman E. C. Muse, Division Three.

In last month's issue of Two Bells we pictured "The Men Behind the Platform Men" at South Park Shops—the fellows who remedy the bad traffic scars of unfortunate street cars; who build special equipment and take care of the heavy structural work. This month we turn the spotlight on the responsible heads of mechanical divisions who keep the rolling stock rolling from the time it leaves South Park Shops, from one overhauling to another, excepting, of course, when the cars come under the category of wrecks, or when heavy blacksmithing or welding jobs are required. These men are responsible for all maintenance and cleaning. Cars are given light, medium and heavy inspection on a mileage basis, and incidentally these fellows see that the "akes" are taken out of brakes.

J. W. Melvin was employed by the Pacific Electric Railway on March 17, 1906 and transferred over to our Company when it took over the lines of Division Four in November, 1910. He has been day and night Foreman for the past twenty years. He was born in Jamestown, N. D.

I. C. Gordon, who has the distinction of being the oldest Foreman in length of service, totalling twenty-six years, was employed by the Company on November 23, 1903. He first saw light of day at Mount Vernon, Ohio.

W. T. (Billy) Brown, General Foreman of Carhouses, was born in Dagenham, England. He was employed by

the Company on December 28, 1900. He held the position of Assistant Foreman for seven years, Foreman for seven years and his present position for ten and a half years.

The next prominent figure holds a somewhat embarrassing position inasmuch as he appeared in the last group at South Park Shops. However, he has authority over this group and therefore his presence was requested. The name, oh yes, H. E. Jordan, Superintendent of Car Equipment.

F. F. "Doc" Robey is not the King of Kokomo although he was born in Kokomo, Indiana. He has doctored many a disabled car during his twenty-eight years of service. He has been Foreman for twenty-three years.

R. J. McEntyre is the second man in the group to be transferred over from the Pacific Electric in November 1910. He was employed by that company on May 23, 1909 and has been Foreman for the past ten years. He hails from Perryville, N. Y.

W. I. Green is another New Yorker from Middleton, N. Y. He was employed by the Company on September 19, 1907. He was Assistant Foreman for eight years and Foreman for twelve years.

It seems that every group has to have its native son, and in this gathering the representative is A. H. Graham who was born in the Capitol City, Sacramento. Senator Graham was employed by the Company on August 28, 1904, and has been Foreman for

Private Concern To Sell Uniforms

With the discontinuance of the Company's Uniform Department on August 1st, the firm of Glickman and Company, 128 East Ninth Street, Los Angeles, is now furnishing uniforms to trainmen at the following prices.

Complete uniform, consisting of coat, vest, and trousers	\$28.00
Coat and trousers may be purchased for	26.50
Separate coat	17.25
Extra trousers	9.25
Separate vest	1.50
Cap	1.50

These uniforms will be made by Glickman and Company, to the individual measure of the trainmen purchasing same, and in accordance with Los Angeles Railway uniform specifications.

Caps will be sold on a cash basis, to be paid for upon delivery.

Uniforms may be procured as heretofore by obtaining order from Division Superintendent authorizing Glickman and Company to furnish trainmen uniforms.

Deductions on pay roll for the purchase price of uniform will also be made the same as heretofore.

Tracks Removed

With the discontinuance of service on Line "G" from Sunset Boulevard to Edgeware Road, the Engineering Department has removed the rails and installed a turnout on Beaudry between Sunset and Bartlett, which is now the north terminal of the line.

the past seventeen years.

H. K. Conacher of Colorado Springs, Colorado, was employed by the Company on September 15, 1919. Harold is the pinch hitter or general utility man, filling in as assistant foreman or foreman as required. His official title is Inspector of Equipment.

E. F. Bond was employed by the Company on January 1, 1909. He has been Assistant Foreman for eleven years and Foreman for six years. His native town is St. Louis, Mo.

G. A. Waggoner hails from Texas County, Missouri. He was employed on March 4, 1907. He filled the position of Assistant Foreman for fourteen years and has been Foreman for the past seven years.

E. C. Muse was employed on August 15, 1910. He was Assistant Foreman for five years and has been Foreman for the past five years. He is the Connecticut Yankee of the group and was born in McKeesport.

Division One Ranks Third In Safety Shops Drop Back To Fifth Place

Beginning with the month of July, the first comparative monthly accident standing for on duty accidents in the Operating Department shows the Supervisors in first position, the Coach Division second and Division One third. Division Two, with the greatest number of men, bettered the percentages of Divisions Four and Five:

OPERATING DEPARTMENT

Department	Aver. No. Employees	Man Days Worked	No. Accidents	Lost Time Accidents	Number Days Lost			Percent Perfect	RANK
					Days Lost	per 100 Employees	Days Worked		
Div. No. 1 Operating	354	9204	2	1	4	0.57	0.43	99.00	3
Div. No. 2 Operating	507	13182	11	7	24	2.15	1.82	96.03	6
Div. No. 3 Operating	466	12116	4	1	9	0.86	0.74	98.40	5
Div. No. 4 Operating	283	7358	8	4	34	2.83	4.62	92.55	8
Div. No. 5 Operating	334	8684	13	4	11	3.89	1.27	94.84	7
Coach Operators	161	4186	1	---	---	0.62	---	99.38	2
Switchmen-Flagmen	93	2418	1	1	1	1.07	0.41	98.52	4
Supervisors	34	884	---	---	---	---	---	100.00	1
TOTALS	2232	58032	40	18	83				

The Engineering Department for the same month shows the Substations, Electrical Construction and Bonding with clear records of 100 per cent. The Mechanical Divisions dropped from fourth place in June to seventh in July:

ENGINEERING DEPARTMENT

Department	Aver. No. Employees	Man Days Worked	No. Accidents	Lost Time Accidents	Number Days Lost			Percent Perfect	RANK
					Days Lost	per 100 Employees	Days Worked		
Divisions 1-2-3-4-5									
Mechanical So. Park Shops	344	8944	7	1	16	2.03	1.79	96.18	7
Mechanical Track	312	8112	7	1	½	2.24	0.06	97.70	5
Electrical Construction	308	8008	3	1	14	0.97	1.75	97.28	6
Power Substation	18	468	---	---	---	---	---	100.00	2
Bonding	50	1300	---	---	---	---	---	100.00	1
Line	9	234	---	---	---	---	---	100.00	3
Garage	84	2184	2	1	17	2.38	7.78	89.84	8
TOTALS	1260	32760	22	4	47½				

Lary Sluggers Capture Eight Straight Games Lose Ninth

With consistent good ball playing, the Larys have had a winning streak of eight games, including the games played in June, only to be stopped in the game on Sunday, August 3rd, with the Belvedere Athletic Club, to the tune of 12 runs to 3. In this game the Larys had a 2 to 0 lead in the fourth inning, but a series of errors ended disastrously for them.

In the game on July 6th with the Pickwick Stages, the Larys trounced the stage boys with a 15 to 2 victory. A home run by Lewis in the seventh inning with the bases filled was the high spot in the game.

On Sunday, July 13th, the Larys met and defeated the Weber Baking Company, 9 runs to 5. The Larys three runs in the second frame and six runs in the third gave them a safe lead. Lewis pitched eleven strike outs.

For the seventh straight victory the Larys met and defeated the Hazard Athletic Club, 6 to 2, on Sunday, July 20th. Superb pitching by Sievers resulted in sixteen strike outs.

To make it the eighth victory, the Larys met and trimmed the Baash-Ross Tool Company on Sunday, July 27th, 6 runs to 2. A home run by Lewis in the seventh frame and thirteen strike outs by Sievers' pitching added zest to the battle.

Los Angeles Will Celebrate Birthday

Intense interest is being shown by citizens in plans to celebrate Los Angeles' 149th birthday anniversary.

The event will be observed September 4 and 5 with a spectacular two-day fiesta in El Paseo de Los Angeles until recently Olvera Street.

As a pueblo, Los Angeles was founded September 4, 1871, at the Plaza, and elaborate plans are now being made to revive the colorful atmosphere and romance of the Spanish-American days.

"The pessimist wants change; the optimist usually has it."

Notice to Trainmen

From many complaints received it appears that trainmen are unable to give patrons proper information on how to reach the University of California located in Westwood.

This University is reached by the Wilshire Blvd., Motor Coach Line.

Confers Degree

Several members of the Square and Compass Club were present to witness the Third Degree Team confer the degree of Master Mason on Russell Payne, Mechanic, Garage, in Palestine Masonic Lodge on July 21st, last.



This scooter party is composed of Pearl and Ted Kramer, ages five and two years respectively, children of Conductor I. J. Kramer of Division Three.

Insurance News

The Company, through its insurance plan, has made provisions whereby the wife of Conductor H. M. Jones will receive \$2,000 within a few days after the death of her husband which occurred on August 2nd. This represents the amount of the policy which was converted by Conductor Jones.

Conductor Jones, when the general insurance plan went into effect, was very ill. He was insured under the special one year life insurance plan which provides for conversion without medical examination. In May of this year he converted his policy for the full amount, naming his wife as beneficiary.

He was employed by the Company on November 16, 1920, at Division Two. He was born on November 29, 1893.

The Medical Governing Board of the Insurance Plan of the Company has made application for permanent and total disability for Conductor C. Q. Hewitt of Division Four, on the strength of his medical history on file. On May 31st of this year, Hewitt presented himself for medical treatment but he made no satisfactory progress and so the full amount of his life insurance policy, amounting to \$2,000, has been paid to him. He will also receive \$20 a week for twenty-six weeks on his health and accident insurance.

Transportation Department Reception Room Now 706

Now that the rearrangement of offices on the seventh floor of the Main Office Building has been completed, the reception room of the Transportation Department is Room 706.

Complaints will be taken care of by Mrs. Galloupe who now occupies this room.



Taking the permanent wave out of a bad intersection, the Engineering Department is straightening out matters at Santa Monica Boulevard and Virgil Street with the elimination of curves and the installation of a new four-unit crossing. Photograph shows old special work just before removal. The location of the street car on the old rails gives some idea of the new cut off. Incidentally the Los Angeles Motor Coach Company will have more room to operate its coaches. The coach division is seen just behind the street car.

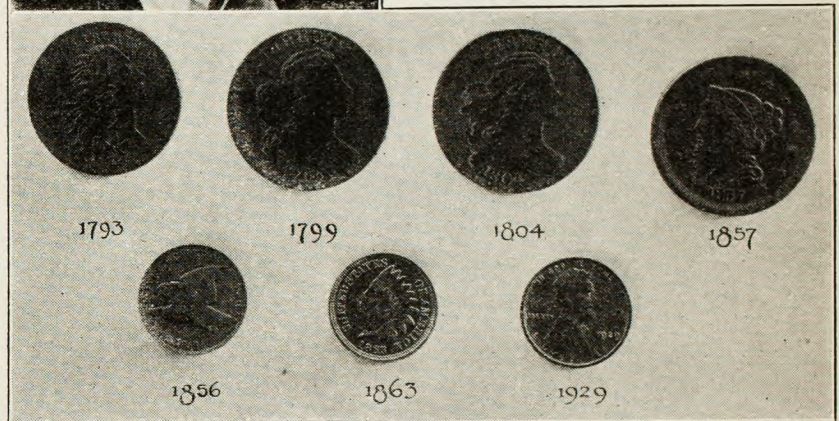


"We Have With Us...."

An Irishman by name, and Pennsylvanian by birth, a Supervisor of Traffic by occupation and as a hobbyist a numismatist.

Aside from this, Lawrence W. Sweeney appears normal in every respect; in fact he is a pretty good scout. He is well known for his abilities in handling traffic men and in this work he needs no introduction.

As a victim of numismatology, it might be said that Sweeney is the possessor of a complete set of United States pennies, dating back to the year 1793—the first penny to be minted by the United States Govern-



Now Flagmen

Motormen J. J. Brannick, J. W. Stewart and Conductor J. E. Gorham, three musketeers in platform service at Division Three, were appointed Flagmen on August 1st, last.

Brannick was employed by the Company, on May 4, 1900; Stewart on October 15, 1903, and Gorham on May 8, 1896.

ment—he has a penny for every year up to and including 1929. No pennies were minted during the year 1815.

The coins of 1793, 1799, 1804 and the small penny of 1856 are very valuable owing to their scarcity. It was in the year 1856 that the first small penny was minted together with the large. In the year 1857 the large penny was discontinued entirely. It will be noticed that Miss Liberty grew up from a young woman with windblown tresses to a matured woman wearing the crown of liberty surrounded by thirteen stars. The flying eagle was used only during the years 1856 and 1857 then was changed for the Indian head.

Pennies minted by the U. S. Government must not be confused with pennies minted prior to 1793. These were colonial coins and were minted by individual states and commonwealths.

Sweeney has been collecting these pennies for twelve years and has a big display. As time goes on these coins will become more valuable.

In February, 1907, he started with the Company as Motorman at Division One, and in 1919 was made a Supervisor in charge of traffic, a position he holds at the present time.



Bouquets

For (1) Motorman A. H. Middleton of Division One from Louis A. Barmore and wife for numerous courtesies.

For (2) Conductor H. K. Stephenson of Division One and (no picture) Conductor L. T. Frise of Division Two from Charles Johnson for kindness in assisting him off and on cars.

For (3) Conductor H. D. Biedrick of Division One from Sigmund C. Heller for courtesy in advancing his fare.

For (no picture) Conductor G. W. Scott of Division Two and (4) Motorman A. J. Lange of Division One and (5) Motorman C. H. Kellogg of Division Two from B. F. Bernsen who writes, "It is a pleasure to again refer to the courtesy of these LARY representatives in the field.

For (6) Conductor J. T. Little of Division Two from Mrs. Hazel McCartney who writes, "I want to say a word for Conductor Little who is a most courteous chap. I could not help

but notice how kind he is about answering inquiries". Conductor Little is also commended by Dr. M. Samaniego for courtesy and remarkable consideration for his passengers.

For (no picture) Conductor F. E. Goodwin of Division Two from Mr. and Mrs. Wm. L. Harrison for courtesy to an aged, blind man.

For (7) Conductor R. G. Monahan of Division Three and (8) Traffic Man C. Gutnecht for helpfulness and courtesy.

For (9) Conductor A. M. Wood of Division Two from Mrs. M. K. Bell who writes, "He is always eager to serve his passengers, and is efficient and courteous at all times".

For (10) Motorman E. J. Barey of Division Two from Blanche Ewan, who writes, "I have ridden the LARY cars for a long time and I cannot say that I have ever met a more courteous street car man".

For (11) Conductor C. E. Moore of Division Two from Martha A. Ripple for courtesy in assisting an elderly, crippled woman across street. Conductor Moore is also commended by Miss Fannie E. Splaty for courtesy to an elderly woman.

For (12) Conductor H. R. Buzzell of Division Two from John P. O'Connor who writes, "The courtesy of this conductor is splendid".

For (13) Conductor D. S. Timmons of Division Two from Mrs. A. L. Honey who writes, "He is a type of man you can't forget, always courteous, cheery and ready to help someone on or off the car, and always has a pleasant word for everyone".

For (14) Motorman E. C. Sestri of Division Two from Mrs. C. Swank for courtesy and carefulness in avoiding accidents.

For (15) Conductor E. W. Park of Division Two from Elizabeth P. Jones who writes, "I was particularly impressed with the courteous attention afforded passengers on his car. In the matter of enunciation of streets, the names were so plainly spoken that one could not help but feel that he had a personal interest in his service".

For (16) Conductor F. C. Risk, (no picture) Conductor J. C. Phillips, (17) Conductor G. R. Perdue, (no picture) Conductor I. E. Gott, (18) Conductor J. L. Lynch, (19) Conductor C. W. Bruce, (20) Conductor H. A. Beals, (21) Conductor J. E. Bohler, and (22)

Motorman E. W. Lantz from Ella M. Kennedy who is appreciative of the kindly attentions of the above trainmen on the Griffin Avenue Line.

For (no picture) **Conductor H. F. Smith** of Division Three from J. Osberg for courtesy and willingness to assist in arranging suitcases for himself and others in boarding the car and leaving it.

For (23) **Conductor O. J. Allen** of Division Three from W. G. Wells for advancing his fare. He is also commended by Mrs. Otter for courtesy and helpfulness and is further commended by Fletcher E. Felts for courtesy.

For (no picture) **Motorman H. R. Miller** of Division Three from Miss Leda Douglas for courtesy to blind man.

For (24) **Motorman S. R. Leckey** of Division Three from Rev. John Steele for all around efficiency, and from Ann Pearson for calling streets distinctly and for courtesy.

For (25) **Conductor E. T. Shanafelt** of Division Three from J. C. McMillan who writes, "Conductor Shanafelt is always courteous and cheerful, and for my part I have no objections to the raise in fare when I receive such service".

For (26) **Conductor H. O. Kay** of Division Three from Hugh Newha, who states, "In coming to my office this morning, I contacted the above Conductor. He is one of the most civil and courteous Conductors I have ever met. He is ever ready and cheerful in giving directions to those who seek his help. He also was very kind in assisting a blind woman across the street."

For (27) **Conductor I. Gasparro** of Division Three from Clara Clark for courtesy and kindness to blind woman. He is also commended by Ursula Wesel for courtesy.

For (no picture) **Conductor J. W. Allen** of Division Three from Mrs. A. G. Burlingame who writes, "This Conductor has been so kind to me, and for this kindness and consideration, I wish to thank him".

For (28) **Conductor W. V. Forbes** of Division Three from Mrs. William C. Colby for assisting her to board car as she is lame.

For (29) **Conductor E. M. Cady** of Division Three from Mrs. D. M. Seibert for courtesy under very trying circumstances.

For (30) **Conductor G. R. Whitney** of Division Three and (31) **Conductor R. B. Bowman** of Division Three from F. B. Rankin for obliging and courteous manner to passengers.

For (32) **Motorman W. A. Stebbins** of Division Three from Mr. and Mrs. J. J. Brown for carefulness in handling his car and for smooth operation, also courtesy to passengers. He is also commended by William H. North

for quick thinking and action in averting a serious accident.

For (33) **Conductor A. G. Plummer** of Division Three from Mrs. Bertha Selleck for courtesy and accommodation to passengers.

For (34) **Conductor E. W. I. Deane** of Division Three from Mrs. Stiefel for courtesy.

For (35) **Motorman W. W. Yates** of Division Three from Mrs. James Leghorn for courtesy to herself and aged mother, and for smooth operation of cars. Motorman Yates is also commended by Eugene Coleman for courtesy and helpfulness at all times.

For (36) **Conductor W. S. Shield** of Division Four from Gertrude W. D'Aubigne who writes, "This Conductor is always courteous and considerate, pleasant and smiling, helps passengers on and off cars, especially if laden with packages or luggage BUT his paramount virtue in the estimation of the writer is waiting a second or two for passengers hurrying from other lines".

For (37) **Conductor W. T. Gunn** of Division Four from Nurse Miriam Jean Rollins for courtesy.

For (38) **Conductor J. M. Strickfaden** of Division Four from Mrs. Stiefel for special courtesy in showing her how to reach a certain destination recently.

For (39) **Conductor G. Larson** of Division Four from Ontonio M. Ramirez for carefulness in piloting his car and courtesy to an old lady and other passengers.

For (40) **Conductor F. L. Davis** of Division Four from Samuel Smith who writes, "It seems to be a pleasure for Conductor Davis to go out of his way to give extra information and assistance".

For (41) **Conductor C. W. McVay** of Division Five from P. R. Dyck for courtesy to an elderly woman who was confused as to which car to take, and for other indications of his fine attitude towards the public.

For (42) **Motorman S. G. Smith** of Division Five from Helen Elder for courtesy.

For (43) **Conductor W. A. Walsh** of Division Five from Mrs. A. K. Beltzhoover for courtesy to an elderly woman.

For (44) **Conductor J. R. Dean** of Division Five from E. E. Felkins for courtesy in advancing his fare.

For (45) **Conductor W. R. Nichols** of Division Five from Mrs. L. K. Morrell for kind and obliging manner to all passengers.

For (46) **Conductor P. J. Riley** of Division Five from Nurse Miriam Jean Rollins for patience and courtesy.

For (47) **Conductor F. Adams** of Division Five from Mrs. J. M. Stalmer for unusual patience and attention to duty.

For (48) **Motorman G. W. Halsey**

of Division Five from Fanny Lebo for gracious treatment and courtesy extended to patrons.

For (49) **Motorman H. Van Riper** of Division Five from H. G. McElheney for courtesy to an elderly man who was carrying a child in his arms.

For (50) **Conductor C. F. Fransway** of Division Five from Edgar G. Hull for courtesy in advancing fare.

Frank Christy Improving

The many friends of Frank Christy, former Supervisor of Flagmen, will be glad to learn that he is improving nicely and able to receive visitors again. Just recently Chief Supervisor W. H. Snyder took him around in his automobile to visit some of the Flagmen and he thoroughly enjoyed it.

Frank lives at 623 East 42nd Street and we feel sure he would appreciate having his old friends drop in on him.



This is the family of Motorman H. R. Elsmore of Division Two. Standing left to right: Clarelle, H. R., Mrs. Elsmore and Sarah. Bottom row, left to right: Joseph, Blanche, Walter, Wendall, Verla and Melvin.

J. W. Norman Called Beyond

J. W. Norman, Motorman of Division Five, and one of the younger members of our family, answered the call to the Great Beyond on July 8th, after a brief illness. He was born in Jackson, Mississippi, on August 24, 1896, and is survived by his mother and three sisters, who have the sincere sympathy of his many friends.

W. O. Fowler Passes

Following an illness of about two months, Motorman W. O. Fowler of Division Five, passed away on July 11th.

Fowler was born on August 23, 1885, in Evansville, Indiana, and is survived by his wife and two sons. He was employed by the company on April 7, 1925.

The sincere condolences of his many friends is extended to the bereaved family in their hour of sorrow.

Romance of The Rails

By E. L. Lewis
(Thirteenth Installment)

When the Second Street Cable Railway was built in 1885 the promoters likewise recognized the possibilities in the Cahuenga Valley, and applied for a franchise to build a line. This was granted on November 30th, 1885, to John S. Maltman.

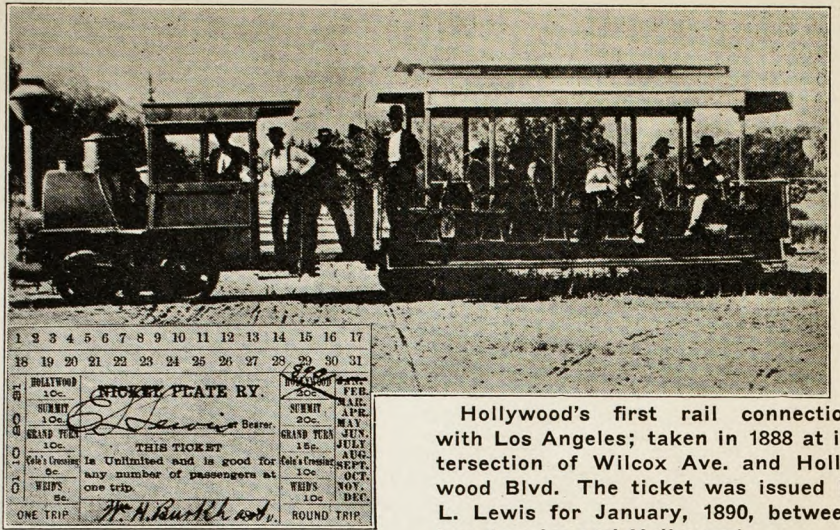
The route was from Diamond Street (First Street) over Texas Street (Belmont Ave.), Temple Street to Park View Street, and private right of way over a circular route to a point on Diamond Street about where Rampart Street now crosses; then on Diamond Street (First Street) to the western city limits (Hoover Street). When the road was built it continued west to the city limits, along the line now occupied by Beverly Boulevard, to Western Avenue, on the east side of Western Avenue to Hollywood Boulevard; on Hollywood Boulevard and private right of way now occupied by the Pacific Electric Railway, to Sunset Boulevard; along the line of the present Sunset Boulevard to the point where Laurel Canyon now intersects that street; the entire route west of Cahuenga Avenue being on private right of way and among the truck gardens.

Work on the construction of the line was soon started and on May 20, 1887, the locomotive styled a dummy made its first trip from Diamond and Texas Streets (First and Belmont Ave.) to Hoover Street, designated as the Baptist University, occupying the high ground south of the intersection of First and Beverly Boulevard.

The work of building the line west was rapidly pushed, and we find that on June 25th the extension of the line was completed for a distance of four miles from Diamond and Texas Streets (First and Belmont Avenue)—this would place it at about Santa Monica Boulevard; and the work was continued rapidly and the line put in operation in the fall of 1887. It was constructed on one side of Temple Street, and in 1888 when the Temple Street Line was extended out to Hoover Street it was laid in the center of the street.

The operation of these two lines between Belmont Avenue and Park View Street constituted a nuisance, and in April, 1890, the tracks were torn up from First Street on Belmont Avenue and Temple Street to Park View, leaving the Hollywood Line operating from that point for some time; and then a short section of line was built to the terminus at Temple and Hoover Streets.

(To be continued)



Hollywood's first rail connection with Los Angeles; taken in 1888 at intersection of Wilcox Ave. and Hollywood Blvd. The ticket was issued E. L. Lewis for January, 1890, between Los Angeles and Hollywood.

LARY LAFFS

Referee (excitedly): "Hi, that's the bell for the eleventh round."

Boxer: "Oh, let's sit this one out!"

"Hy, Bo, where you been? Ain't seen you for 30 days."

"Ain't nobody seen me for 30 days."

"Wha' you been doin'?"

"Thirty days."

Mistress: "Nora, you were entertaining a man in the kitchen last night, were you not?"

Maid: "That's for him to say, ma'am. I did my best."

"What's your name?" inquired the traveler.

"George Washington, sah!"

"Well, that's a name everybody knows."

"If it ain't, it ought to be. I'se been drivin' this yere hack in dis yere town foh thutty years, suh."

He: "What makes the powder puff?"

She: "No one nose—my dear, no one nose."

Rastus: "Liza, why didn't you meet me by the moonlight?"

Liza: "Dey wasn't no moonlight."

Rastus: "Well, why didn't you meet me by the gas light?"

Liza: "I ain't no gas meter."

Landlady: "I think you had better board elsewhere."

Lodger: "Yes, I often had."

"Often had what?"

"Better board elsewhere."

Mandy: "You-all reminds me of one of them flying machines."

Rastus: "How cum, woman, how cum? 'Cause I is such a high flyer?"

Mandy: "No, sah, cullud man; it's jest 'cause you ain't no use on earth."

Worried Mother (as daughter opens front door at 3 a. m.): "Now, where in the world have you been at this hour?"

Daughter (slightly windblown): "Oh, Jim got fresh and my parachute got caught on a northbound mail plane."

Little Lucy and her father were watching her mother have her hair marcelled when Lucy reached up and touched her father's bald pate, saying with a smile: "No waves for you, daddy; you're all beach!"

Rag Merchant: "Any beer bottles, lady?"

Lady: "Do I look as if I drank beer?"

Rag Marchant: "Well, vinegar bottles, lady?"

Talkative Barber: "Sir, your hair is getting gray."

Irate Customer: "Quite possible, please hurry a little faster."

Doctor Fred Butler brought in this priceless definition the other day: "An adult is a person who has stopped growing at both ends and started growing in the middle."

"I want to be excused," said the worried looking juryman, addressing the judge. "I owe a man \$25 and, as he is leaving town today, I want to catch him before he goes."

"You are excused," returned the judge in icy tones. "I don't want anybody on the jury who can lie like that."

"Pawson, I'se worried, I is."

"Nigger, fer wy is y'u worried?"

"It says in de Good Book dat dere shall be weepin' and gnashin' ob teeth. Yas suh it do."

"Das right."

"Den w'at am dis nigger gwine do w'at ain't got no teeth?"

"Nigger, y'u is gwine to clap y'u gums together an' nothin' else but."

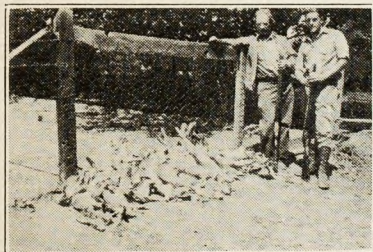
A young doctor, trying to be a little sobby while addressing a mothers' meeting, said: "In all the world there is nothing so sweet as the smile on the face of an upturned child."

"Well," said the surgeon as he sharpened his knife, "I've got to open my male."

Still A Winner



Although practically three years have passed since little Barbara Wright won a trip to Honolulu with her 98.5 perfection of babyhood when but eight months of age, she is still holding her own in tests for physical excellence that have recently been held. She is the daughter of Conductor K. F. Wright of Division Three. Little Barbara is visiting relatives on a ranch at Mentone, California, and incidentally is keeping herself in physical trim.



J. H. McCormick and William Boyd of the Electrical Construction Department claim the championship for rabbit hunting for a one-day trip, bagging 125 bunnies and submit this picture as proof. It was taken about thirty-five miles north of Bakersfield

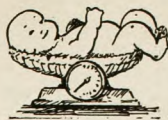
Appreciation

We wish to express our thanks and appreciation for the kindness and sympathy shown during the sickness and death of my wife and our sister.

C. L. Smithwick

E. B. Weaver and family

G. M. Weaver and family



Births

Conductor J. N. Allan of Division Two announces the arrival of a six pound baby girl on July 18th.

* * *

Conductor G. C. Saylor of Division Two is the proud father of an eight pound baby girl who arrived on June 27th.

* * *

Conductor A. R. Robertson of Division Two announces the arrival of Allen Roy, Junior, on July 25th. Mother and baby doing fine. Thanks for the smokes.

* * *

The Conductors seem to be in the limelight this month. Conductor J. B. Dennis also of Division Two announces the arrival of Velma Lorraine, who tipped the scales at seven and one half pounds.

* * *

C. Morgan of the Motor Coach Division reports the birth of a baby girl at his home on June 30th. She has been named Virginia Lee.

* * *

North Winston of the Wash Rack tells us that he has a brand new seven and one half pound baby girl who arrived on the 12th. She is named Norma Lee.

* * *

Conductor C. V. Jones of Division Four announces with all due pride the arrival of an eight pound boy July 19th. Mother and child doing nicely. They'll call him Eugene Paul.

* * *

Conductor H. J. Klingsiek of Division Four also proudly reports the birth of a baby girl. She has been named Beverly Jeane.

* * *

E. Hess, of the Mechanical Department, Division Five, is the proud father of a big baby girl.

* * *

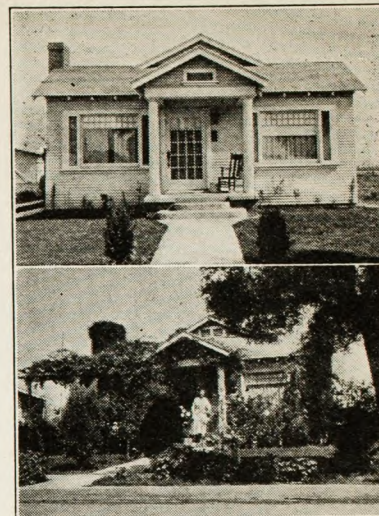
A. Duncan of the Mechanical Department, Division Two, is the proud father of a fine baby boy born July 9th. Congratulations, Andy.

* * *

R. L. Bates also of the Mechanical Department, Division Two announces the arrival of a baby girl July 2nd. Congratulations.

Nagging is more annoying than throwing the rolling-pin. You can dodge the pin.—The Silent Partner.

Before And After



A well known poet once remarked that it takes a lot o' livin' to make a home. Motorman George Culp of Division Four is one of the millions who agrees with the poet and presents as proof the above photos of his beautiful five room home at 1536 Cloverdale Avenue as it looked when he bought it six years ago and how a lot o' livin', lovin' and nature improved it.



This young fellow who is setting the style for warm weather is Alfred Oliveri, four months son of Joe Oliveri, Painter, South Park Shops.

For Sale

Three singers, five females and two breeding canaries, with cages. Cheap. M. Wassell, Carpenter Shop, Shops, or 159 E. 84th Place.

Chihuahua, male pup, short hair, fawn color. Price \$25.00. J. W. Hanche, 1112 W. 7th Street.

Cozy five room bungalow, finished in mahogany, automatic water heater, floor furnace, real fireplace and other features. Price \$4,500.00. \$500.00 cash, balance monthly. Worth \$6,000.00. S. C. Haygood, Room 920.

Model 54, Winchester Bolt Action Calibre, 30-06. A fine deer rifle, new, only \$35.00. B. A. Ryan, 621 L. A. Railway Building.



With a broad smile on his face and a cheery "have a cigar" greeting, Edgar Ramsay, Draftsman, Engineering Department, announced that Miss Mildred Olston, on July 19th last, said "I do" to a very important question at the "Wee Kirk o' the Heather" in Glendale.

The happy couple spent the honeymoon in the San Bernardino Mountains and at Catalina Island. Friends of the groom made them a presentation of a beautiful casserole and the bride's friends presented them with an electric waffle iron. The young couple will make their home at 5606 South Figueroa Street.

We join their many friends in wishing them abundant happiness in their matrimonial venture.

* * *

With the inscription "Stand by to splice the main brace, I've swallowed the anchor" a box of cigars was passed around Friday morning, July 25th, by Conductor Harry Osborne of Division Five. Harry was married Thursday, July 23rd, to Mrs. Cora B. Reddington of Los Angeles. This is Harry's second trip to the altar. We all join in wishing the newly married couple all the luck in the world. Thanks for the cigars.



Division One

H. N. COLE

A big grey squirrel parked on the car track at Fifth and Spring and dared Motorman B. C. Hathaway and Conductor R. H. Mathews to proceed. Hathaway said "scat" but he paid no attention to cat language. All the way to Broadway it was a game of playing tag and the natives gathered around and had a good time. At Broadway the squirrel pulled over to the curb and the "D" car proceeded on its way.

According to Conductor Sasolow there is one man in the city who appreciates a nice new street car and is willing to pay well for the privilege of riding in it. This passenger paid the seven cents and started up in the car and came back and dropped a dime in the box, saying, "it is worth that much to ride on a car like this."

After seven weeks on the road, covering six thousand miles, visiting every National Park in the west as well as all the large cities, some of these in Canada, Conductor C. J. Stoddart recently

returned from his vacation. He was accompanied by Mrs. Stoddart on his trip.

It is not because George Elder, Motorman on the "J" Line, is an inveterate smoker, that he asks every one for a match. It is either a hobby or he is preparing for a rainy day. Any way it is best to pass out a match every time you see him. A match isn't much and it means so much to him.

This column would seem incomplete without mentioning the subject of fishing. Motorman W. Herman was fishing with six hooks on one line and when he pulled it in he had five fish—only one hook failing to do its duty.

Conductor F. J. Canning has resigned and it is reported that he is farming up in Oregon.

Conductor George Evans has returned from a vacation of two weeks.

Conductor W. F. Kirkland, extra Register Clerk, has resigned and is associated with his brother in an oil station. Conductor F. R. Jones is taking his place as Register Clerk.

After spending about two weeks in a hospital, Motorman L. Burnett is at home recuperating.

Conductor C. F. Rogers, with a ninety days vacation ahead of him, stepped on the gas and headed across the desert toward Oklahoma where he and his family will visit relatives.

Conductor J. H. Stanley has finished up a thirty days vacation, which consisted of a few short trips and a rest up.

With the memory of thirty days well spent lingering in his mind, Motorman J. H. Johnson is back on the job for another twelve months. He drove up to Canada with his family.

On account of a death in the family, Conductor J. L. Larkins was recently called to Wilcox, Arizona.

Instead of taking a long trip as usual, Conductor Martin Sasolow is taking short trips to the neighboring towns and loafing around the division watching the rest of us work.

Motorman W. L. Sullivan stayed home ten days and called it a vacation.

Thirty days is the time allotted to Conductor P. Kelly driving here and there to see the country.

Motormen B. C. Byrd and J. W. Rice each enjoyed a ten days vacation during the month of July.

Beginning July fourteenth, Conductor C. D. Burnett spent ten days at Camp Curry and reported a good time.

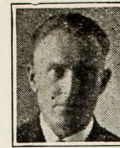
Motorman R. D. Tolliver started out to take fourteen days off but found it so monotonous that he returned within a few days and went back to work.

Safety Operator W. R. Kern recently took a week off to rest up. He is back now and looking fine.

Permission was granted Safety Operator G. V. Russell to spend ten days just as he saw fit. The ten days passed away and Russell is back on the job.

Safety Operator D. C. Neufield is spending three weeks in Reedley, California.

Conductor E. R. Tomlin felt that it would take just two weeks rest to put him in shape to carry on for the rest of the year. So he did that very thing.



Division Two

H. F. NELSON

Conductor J. L. Decker was granted a sixty day leave of absence to return to Hancock, Missouri, for a vacation. He is planning to purchase a new car there and drive it back to Los Angeles.

Motorman O. Short arrived from Hancock, Mo., where he spent three months. He arrived, however, without the bride we were expecting.

Before leaving for his vacation Conductor H. A. "Red" Hennes informed the Foreman that if there was a shakeup before he returned to just give him a good six day daylight run and was some surprised to find that he was marked up regular to just such a run. He reports a very good trip, but says that he was obliged to buy all the oil that he could find for sale.

The following are spending vacations at Yosemite: Conductors W. G. Lee, E. A. Moxley and M. F. "Nar."

Mrs. Holmberg and daughter Ruth are enjoying a vacation across the pond. Word has been received from them from Copenhagen, Denmark, and several cities in Sweden and Germany. Motorman A. E. and son Chester are at home keeping things going as best they can.

Palmer, Texas, will be the address of Conductor H. S. Crawford for the next sixty days.

Bill Harris is letting the "H" Line get along the best it can for sixty days while he takes a good rest.

We are very glad to have Conductors L. C. Yarrow and A. L. Bristol back with us again after spending several weeks in the hospital recuperating from operations.

Clerk B. I. Derry, Motormen Van Soest and Hubbart spend several days at Van's cabin at Bear Creek moving rock and juggling sand bags around. They say they enjoyed their rest very much.

We regret very much to hear of the accident in which the young son of Motorman F. C. Wright was injured. He was struck by an auto as he was about to cross the street. The child sustained shock, a sprained arm and minor bruises.

Motorman A. L. Goodrich is spending sixty days at Coos Bay, Oregon, on business.

Mrs. Ethel Rothwell, sister-in-law of Conductor C. H. Cummings, passed away July sixteenth after a short illness.

Conductor J. C. Allison is spending sixty days in the old state of Oklahoma hunting and fishing.

After completing a year of hard work Conductor H. C. Cunningham is spending a month at the beach resting up.

Motorman J. C. Crowley figured he had been away from home long enough so is spending sixty days visiting with relatives and friends at Johnstown, Pennsylvania.

Conductor F. Habich is spending thirty days around the northern states. He is also breaking in a new Ford.

The happy looking fellow you see around the corner is none other than Jesse James Robertson. His wife and child have just arrived from Texas, and he had been here alone for several months.

Conductor F. E. Godwin is visiting relatives in Memphis, Tennessee.

Conductor H. P. Casebier is spending ninety days with his parents at Central City, Kentucky. He will run his father's store while there and let him have a much needed rest.

Conductor M. H. Snyder is back at work again. He spent three weeks around Bishop resting up.

Conductor L. Shelley spent three weeks resting up and doing some work around his home at Lennox.

Motorman U. S. Cupp is also resting up for thirty days and doing some fine work on his acre near Redondo. He says he has a good crop of grapes in sight.

We extend our sympathy to Conductor C. L. Smithwick, whose wife, Elizabeth Ada, passed away July 5, 1930.



Here is the family of Conductor Kenneth E. Funk. The twin boys, Jim (right) and Jack (left), will soon celebrate their second birthdays.



Division Three

L. VOLNER

There are some who are superstitious of the 13th, and especially when that date falls on Friday, but Motorman G. R. Chapman has no fear of that number and says Friday, June 13th, he was operating car number 513. A passenger riding in the front end of the car observed him when stopping for the signal, alight and pick up an object on the opposite track. Inquiry revealed that it was a fifty cent piece slightly mutilated from the wheels of a street car rolling over it. At the next stop the passenger asked him if he thought that Friday the 13th was an unlucky day, upon which Chapman produced another fifty-cent piece which he had found in like manner, a twenty-five cent, also five cent and one cent piece, aggregating \$1.31. The total you will observe makes "13" either way. Chapman says give him the 13th every day.

Conductor H. W. Quam took two weeks off the latter part of June to rest up at home but the last two days of his vacation he and wife were in San Diego. Mr. Quam then decided to go to Tia Juana and, ale jos semi-annual deposit, but he still had enough money to get home without a loan.

Wonders will never cease! Conductor T. G. Cumberford is a dark haired rather dark complexioned gentleman. A Jewish passenger boarded his car, slapped Mr. Cumberford on the back saying, "Hello, brother."

Superintendent T. Y. Dickey of Division Two received by accident a secret service report, which unfortunately belonged to Division Three. The report stated in detail, that the man needed a shave, that the rear end was crowded with plenty of seats in front, also his voice was very low when he announced the streets. The little notations caused our genial friend Dickey to burst into song and below is the result of his musing:

"His razor is dull, and his voice is low,
Front end empty, and Motorman slow,
Back end packed like a sardine can,
Get him a couch and a palm leaf fan."

During the first days of June Motorman T. A. Ferguson was off duty with the flu.

A former Motorman, L. J. Burke, is now on the police force. Mr. Burke makes a fine looking "cop" in his new uniform and we are sure he will be a good addition to the force.

Having worked on the "1500" type cars for many days, in fact so long that he is somewhat of an artist with the foot gongs—Motorman J. J. Brannick was given a "600" car on a tripper, and the motions he went through trying to find that foot gong caused the passengers to think he was dancing a jig.

A card was received from Conductor J. C. Kingsland, who was at that time in Niagara Falls, N. Y., stating he was having a great time. He also is visiting in Ontario.

Conductor E. C. Croughan says he had many inquiries about his "Youngberries," mention of which was made in our last issue, but by the time the boys read about them the crop was exhausted. He and his neighbor Conductor G. C. Rowe are going to have a good crop of peaches, so get your order in early.

A kind and obliging clerk on duty found out what run Motorman L. Rosa was working. Mr. Rosa came up to the window to call for his run, and thought as hard as a Motorman could, but he could not remember his run number.

Conductor A. Neilson has gone to Phoenix, Arizona, on a ten days vacation. Mr. Nielson has a son in the sporting good business in Phoenix, who is also the owner of Radio Station KOY. Mr. Nielson and son are going up in the mountains on a hunting and fishing trip.

While waiting in the safety zone at Avenue 20 and Pasadena to catch a car to the barn, Conductor F. E. Sparks and Motorman T. D. McBride were run over by a speeding automobile. At this writing Mr. Sparks is up and around but unable to work, but Mr. McBride is in the hospital where it is reported he is getting

along very well.

Conductor E. L. Jandro is spending several days trout fishing in the San Bernardino Mountains.

After a delightful trip up through Oregon and Washington, Motorman C. H. Doughty and wife have returned. The trip was made by auto, going and returning different routes, so as to see as much of the country as possible. Mr. Doughty says he had one grand time. While he was gone we had a "shakeup" and a run was chosen for him, being No. 1 on the list, he got a dandy and was very well pleased with same.

Motorman B. F. Taylor was struck by an auto at Brooklyn and Evergreen on the night of the 21st of July. He was knocked through the wind shield of the auto, causing him to get cut about the head but he is not seriously injured.

Conductor W. F. Swan has resigned and is now connected with a miniature golf course at Cypress and Dayton.

Mr. Harry Tuttle of the Car Barn Cafe is spending several weeks with his family at Camp Baldy. During his absence E. A. Towers, formerly of the Schedule Department, is acting as manager and taking daily lessons as an arm waiter. Ye scribe saw him carry out three dishes without dropping one during a busy period and he tells us he will probably be able to carry at least five at a time in the near future.

The many friends of C. C. Allen, for many years a Conductor at Division Two, and before leaving the service a Dispatcher, will be pleased to learn that he and wife are very nicely situated on a twenty acre orange and lemon grove near San Fernando. His son Donovan is now Chief Announcer at Radio Station KTM and his splendid voice is broadcasted daily from that station.



Division Four

C. J. KNITTLE

Hello, gang. The new "P" Line schedule which took effect July 23rd, two days after a general choice, has turned out to be a very practical one. To interested outsiders we'll say it was a feast to the eyes, a cocktail of straight daylight, followed with an entre of day swings, straight early nights and a side-dish of trippers with choice of straight nights or owls for dessert.

As usual, however, the old timers flocked to the "C" Line in the shakeup. The "N" Line runs went very slowly. The majority of our new mates from Division One apparently had their eyes on Line "P."

An interesting incident of the shakeup occurred when Conductor H. E. Ketchum relieved Conductor Sanford of Line "P" so Sanford could choose. In returning from Brooklyn and Rowan, Ketchum lifted a 1929 policewoman's pass and received twenty-five credits.

Conductor R. I. Woodson who recently migrated from Division One evidently suffered the pangs of a lonely heart and has returned to his old haunts. Conductor J. W. Head traded with him.

Motorman O. F. Lange left July 1st with his sister, Betty, for a ninety days trip abroad. They will tour many of the important places of Europe, among them Paris, Berlin, Hamburg and places in Italy, returning by way of Newfoundland, Montreal, down the St. Lawrence River and across to Vancouver and down the coast to home.

Conductor E. F. Adams is taking sixty days leave to visit his father in Missouri who is ill.

Conductor H. Buckman was painfully injured when struck by a careless autoist while flagging his car at 1st and Alameda before daylight July 3rd. Buckman suffered severe bruises and a cut on his forehead. He returned to duty July 24th. Adding to his motorman's troubles, a passenger alighting at First and Vignes the following trip was struck down by a passing truck.

Motorman A. F. Kiefer had the pleasure of entertaining a sister whom he had not seen for twelve years. She arrived from St. Louis July 5th.

And here's a few candidates for the "Tough Luck" Club: Conductor W. H. Snow who had his pocket picked of \$16.00 July 8th. Conductor J. A. Douglas who lost three rolls of tokens the same way June 16th. Conductor W. T. Gunn whose magic bill fold, containing \$20.00 in currency, disappeared July 19th.

Mr. Ewart Phillips, Sanitary Engineer and Dust Dispatcher, took his regular two weeks vacation starting July 8th.

Motorman W. L. Deupree resigned July 8th to take a position in Lone Pine hauling salt.

Our stenographer, Mrs. Esther Pearce, spent four weeks starting July 14th, making vacation reliefs in the Main Office.

Motorman B. H. Hellman returned from a two weeks rest July 14th.

Conductor C. A. Evans returned from a thirty day leave to Columbus, O., July 16th.

If there was any dust on the floor of Santa Monica's Bon Ton Ballroom it's all gone now. Motorman Bob Deucher unflinchingly admits that while Mrs. Bob was enjoying a ten day vacation at Catalina recently he spent his lonely evenings shuffling his cup winning dogs over the pavilion floor. O'course, "wimmin" and "dancin'" are two different things and we might add—two little tots call him "grandpa."

Motorman L. L. Nelson who returned recently from the sick list drew a pay check for seven cents July 10th.

For the benefit of Conductor W. D. Grimes who, after waiting for some time at First and Cummings in the real early hours for an inbound car, attempted to get the Dispatcher on the emergency phone and after waiting several more minutes for an answer—decided it was B O and hiked down to the police station and called in. We would like to say that jiggling the receiver and whistling into the transmitter won't hustle up service but shoving the little switch in will always get you the Dispatcher.

Flagman W. R. Price left for Burlingame, Calif., July 18th on receipt of a telegram stating his son Earle, an aviator, had been seriously injured.

Cash Receiver Raymond Smith re-

turned from his regular two weeks vacation July 28th, which he spent at his cabin in the Santa Susanna Mountains.

Motorman W. H. Roper and Conductor H. E. Ketchum had the unusual experience of being blocked by ice on the track on Hoover Street July 24th. It was a hundred pounds of the artificial variety.

Conductor A. B. Chambers returned from a proposed auto trip to Oregon July 26th and reported for duty July 30th. A. B. explained, however, that the trip ended in Monterey.

Motorman W. H. Wisdom left on a thirty day leave to Portland July 28th.

Conductor C. V. Jones returned recently from a sick leave which started June 16th and during which he underwent a major operation.

Motorman Cocky Roach moved back to Los Angeles from his home in Inglewood July 28th.

—and Motorman Bob Deucher started the day right on July 28th by picking up a lonesome dollar bill at 1st and Cummings.

Motormen C. W. Allen and George Culp were observed playing miniature golf out Pico way recently.



FRED MASON

Well, boys, the big banquet put on for the winners of the last Safety and Courtesy Contest was a WOW. The Division Superintendents and Foremen acted as waiters, and from all reports did an excellent job of it. Team No. 9, comprising the following men, Motormen V. L. Myers, C. W. Bukey, W. E. Garris, W. E. Chilcoat and W. Otte, and Conductors G. R. Boatman, A. McCurry, C. Frilot, H. F. Henney, J. H. Miller and W. H. Morgan, accompanied by their wives, were all present, and all agreed that the banquet and entertainment was excellent. Chicken was the main dish and it still is with Motorman Chilcoat. He's been carrying chicken in his lunch box every day since and we are all wondering how he managed to get so much out without being noticed. A psychologist, who furnished part of the entertainment, when asked who would be the next heavyweight champion of the world, named "Chillie" and Chilcoat is still wondering about it. Anyway, all the above mentioned men say they thoroughly enjoyed the evening and are going to do their best to get in on the next feed.

Conductor A. W. Openshaw is back on the job after a month's vacation spent in Salt Lake City, visiting old friends. Art says he feels fine and dandy now and is all set for another year.

Motorman E. W. Watson is also back on the job, feeling fine, after a very enjoyable vacation spent at Bishop, California.

Motorman R. Walton started on a thirty days leave of absence on July 19th, and is spending same at McNeil Island, Washington.

Motorman H. M. Guthrie has been off for the last three weeks vacationing at Big Basin.

Motorman George Gearhart finally got away on his month's trip and is now motoring around Oregon and Washington.

After ten days resting up at home and a trip to the beach now and then, Conductor Wayne Ammons is back on the job feeling fine and dandy.

Our Night Clerk "Boston" Safford is now on his two weeks vacation, the first week of which he will spend in getting used to daylight.

Conductor Roy Meggison is back on the job after four weeks stay on his ranch at Walker's Basin, Kern County. Motorman Henry Mast spent a week up there with him, during which time Roy made Henry saw all the wood required for the winter. Henry said it was plenty hot.

Conductor Johnnie Robinson says the best laugh he had in a long time was when he saw Conductor Frank Adams chasing down the private right-of-way between 38th Street and the Air Line after his changer which had fallen off the car. It was one of those nice hot days and it took Frank the rest of the day to cool off.

From the Mechanical Department comes the news that Mr. N. H. Greenwood, our Stationer at the Main Office, is a bearcat on miniature golf. The report is that he's got the bug so bad that he is now tearing up his garden and building a putt-putt course in its place. The part he likes about it is that no caddies are required, and somebody, who has seen him play, whispers that he'll have to hire a boy to climb fences for his ball.

For two weeks commencing August 3rd Conductor F. A. Keersmackers will be a sergeant and Conductor V. Ford, a private first class, attending the annual two weeks field training of the National Guard. Both are members of the 160th Infantry.



JACK BAILEY

Our old friend and fellow employee, E. M. McClenathan, is back on the transfer table after being on the sick list for several weeks. He is able to talk back to watchman, Doc Ferris, so we know he is getting back in form.

J. T. Watts, Foreman of the Electrical Repair Department, has just returned with his family after a very enjoyable motor trip up north and encircling the great Redwood empire. Outside of a little tire trouble, everything was lovely.

Electrician Joe Valentine and family spent the Fourth at Coronado Beach.

Al Smith, of the Winding Room, returned from his trip east and was very glad to get back.

Get Sammie Vaccarello, Electrician, to tell you what a hot time he experienced last month. Some heat.

R. Sloan of the Winding Room is back on the job after making one more successful vacation trip in the Ford.

Electrician W. Martineau is feeling fit again after recovering from a few bumps on his head and cuts on his hands. Some-

thing very unusual to see him thus.

Electrician A. Gerard has given up hunting rabbits and fishing for fish. He now boasts of being the champion abalone hunter on the Coast. He learned his first lesson last month when he started out with a hole in the bottom of his sack. He dug abalones till his back ached and he shivered and shook and was blue with cold while the little abalones were taking a little shoot the chutes through the sack and back to their favorite rack. Great sport, abalone hunting.

L. J. Hathaway, Machine Shop foreman, will spend his two weeks vacation in parts unknown.

J. M. Spearing, Carpenter Foreman, will spend his two weeks vacation starting August 4th, laying around in the mud at Murietta Hot Springs.

Fishermen, take notice. Carpenter W. A. Jones says that if any of the boys go fishing and have any luck, please give him the dope on how they do it.

Carpenter S. Trefens left the service the last of July for a trip back to his native land, Billewichi, Poland. He will sail from San Francisco on a New Zealand steamer and plans to make stops at all South Sea Islands en route. He then will stay for awhile in Billewichi with his mother.

Carpenter A. Reid claims that he worked his partner, T. C. Shelford, so hard that he had to take two weeks off to rest up. T. C. will spend one week at Catalina and the other week resting up.

Sorrow has found a way into the home of Max Gurowitz, of the Carpenter Shop, upon the death of his son, who passed away last month.

The question of the hour among the boys during the recent warm spell was, "What is good for sunburn?" Mayor Morgan officiating.

Carl Manning is the new sheik in the Curtain Department.

E. E. Wing reports a most enjoyable Fourth at Balboa Beach.

William T. Reynolds, Chief Clerk of the Stores Department, spent his vacation at Idyllwild enjoying the cool fresh air during the hot spell in town.

Frank L. Randolph, Store Receiving Clerk, is on his vacation, and we hope this one proves more beneficial than the last.

J. C. Sleeper of the Stores Department has returned from his vacation and reports the loss of about eight pounds. Boys, don't let the working wives learn of this reducing method.

Truckman B. Cinnamon is reported on the sick list.

Preliminary plans are being formulated every day for a second boat ride to Catalina by N. Winston, Janitor of the Truck Shop, who had such a good time at the Island on the Fourth. "It sure am some place."

E. Lendy, of the Truck Shop, is back to work after having all his teeth pulled. He is now taking lessons from H. Briggs of the Machine Shop on how to get a large bowl of soup with his lunch.

Truckman Fred Cummins spent two weeks vacationing with friends in the San Bernardino mountains.

Truckman John Glynn was granted a

week leave of absence to rest up at San Diego and parts south.

Art Perez, Switchman, is driving a 1929 Pontiac. Do not be surprised if you should see him driving a Sunbeam eight. That boy can do it.

Notice how fat H. Lock, Switchman, is getting? He is trying a goat milk diet. Some change in his beverage.



Gloria Yvonne Duron, three years of age, daughter of Nat Duron, Welder in Fender Shop, South Park Shops.



Motor Coach Division

J. H. McCORNACK

Our Superintendent, C. O. Morse, tells us that he had a very pleasant vacation trip with the exception of a little tire trouble and some bad road. He visited Zion National Park and kept comfortably cool at an altitude of 8000 feet. From there he drove to Lake Tahoe for three days and then home, covering a distance of 2000 miles.

G. M. Jones has had his tonsils removed. He has lost a little weight but is feeling O. K.

P. J. Clausman has re-entered the service after being away a month and a half.

C. Lyles has been off since June 24th because of a minor operation.

R. M. Whitman was forced to lose six days on account of getting something in his eye.

We are in receipt of a good letter from H. A. Hanson who has been in the Barlow Sanitarium since April 15th. He tells us that he is feeling better.

H. A. Featherstone has been granted a thirty day leave of absence for a vacation and visit to his folks at Slater, Missouri.

H. F. Hesse is taking a leave of absence. He has gone to Milwaukee, Wisconsin.

W. H. Coker and J. G. Simons are on a trip and visit in North Dakota.

J. M. Holman has been granted thirty days leave to go to visit in Texas.

Vick Smith, our rough and ready Cashier, has grown so tough now that he calls for extra strong chocolate on his Eskimo Pies.

J. E. Krisge is all broken hearted and he has our sympathy. Some drunk person ran into his car while it was parked on San Pedro Street the night of the shakeup and mused it up to the extent of \$100.

GARAGE

William Decker was the guest of Mr. Crocker on a boat trip to Catalina over the holidays. They report a wonderful time. They surely must have had, Deck came back with his face cracked open from sunburn and Mr. Crocker showed up with a Sing Sing haircut.

McInally says, "Oh yes, all of us officials chew Beechnut."

If any of you boys are bitten while swimming at the beach don't get excited about sharks. It will only be Harry Keener's teeth trying to find their owner.

George Oliver is enjoying, while he can, one more real haircut. There is quite a bit of argument as to whether it has hurt or helped his looks.

No, sir, Ray Anderson does not chew tobacco. He says he doesn't. That was a spot of oil on his necktie.

I. E. Church is sleeping on cracked ice these hot days.

Wilson Turner is taking a four day vacation at Catalina, starting Thursday the 17th. Paul Wood and G. M. Tryk are going over for the week end to show him some of the finer points of golf.

Howard Babb is with us again, and starts July 12th on the third shift after a year's absence.

Norman Lane was given a weeks vacation for a little rest beginning the 12th of July.

George Baker has a lot out in Hollywood Hills on which he is building a four family flat. He is surely going to look down on the world.

Scotty Crawford has had the rest of his hair clipper off. We don't believe the party who says his head looks like a peanut. Homer West also has a Scotch haircut—you know—as close as possible.

E. S. Dick isn't going to pick any figs this year. His nose is not as tough as it used to be.

Earl Hanson seems to have something on his mind. The machine shop doesn't know whether it is real love or just marriage.

Bill Baker maintains that bolt crushers and rock crushers are not the same thing.

R. Taylor is off work now with the mumps.

Our foreman, Doyle Rishel, has moved down from the Eagle Rock Alps to his place on 68th Street.

John Sturm wants to buy an orange grove and doesn't care who knows it.

Jimmie Deam finally made his real estate trade but the Machine Shop is in doubt as to whether he will be allowed to live there on account of the race restrictions.

Joe Riddell says that he has solved the

problem by sleeping under the house on these hot days.

Shorty Atchison of the Second Shift is spending the week end of the 19th at Catalina.

Glenn Cutlip of the Third Shift has been granted a two weeks vacation starting the 18th. He is taking a trip up the coast as far as Vancouver, Canada.

Assistant Engineer D. J. Sullivan and family spent a most enjoyable two weeks vacation at Sequoia National Park. "Sully" pitched his camp under the spreading boughs of the pine and redwood trees at Sunset Rock and made this place his headquarters for many hikes to the beauty spots of this great National Park. "Sully" is strong for Sequoia. He also says that five pounds of sugar is just a fair meal for a brown bear that visited his camp one night.

Our genial Gas Clerk, Tom Casey, spent a week of his vacation at Yosemite. He visited the Bridal Veil Falls, Wawona Forest, the man made Fire Falls and other places of interest. He tried to bring home a grizzly bear for a playmate but couldn't decide which one suited him best so left that job for next year. His last week was spent in the San Francisco Bay region visiting friends and in getting an elegant coat of sunburn at Long Beach.

Doyle Rishel, General Foreman, spent a pleasant vacation on a ranch near Oakdale, Cal. He reports the fishing good, and cantaloupes and fruit plentiful.

At this writing ye correspondent is headed for Yosemite to spend his vacation. He feels like the small boy with a free ticket to a circus, and expects to bring home that grizzly for Casey. More about the trip in our next issue.



H. K. CONACHER

DIVISION ONE

Clay Heywood, Foreman, spent his vacation at Lake Elsinore, where he had a very enjoyable time.

C. Christophersen has returned from Fresno, where he visited Jack Bradley, formerly a repairer at this Division. Jack sends his regards to all the boys.

W. J. Christmas was recently called to Portland, Oregon, on account of the illness of his mother. We all join in wishing her a speedy recovery.

E. O. Arnold spent his vacation down near San Pedro and vicinity fishing, where he had very good luck.

Thomas Oakes has returned from a vacation at the local beaches.

Donald H. McFarlane is the latest addition to the forces at this Division. Glad to have you with us, Donald.

George Atkins and family are spending their vacation at Newport Beach. We will probably hear lots of fish stories when George returns.

Mr. and Mrs. Glenn Davis are at present away on a two weeks trip to Portland, Oregon.

Mr. and Mrs. Bellingham spent a very pleasant week at the local beaches.

DIVISION TWO

V. R. Bell has returned from a weeks vacation which he spent in and around Yosemite Valley.

Jack Bradley and a party of friends spent the Fourth of July at Seminole Hot Springs.

Thomas Hartley and family report a pleasant outing at Catalina Island one Sunday last month.

The boys at the Division were very pleased to hear from two former members of our "Gang", Fred Richard, who is now located on a little farm in Oregon, and Leo Morriss who is back in the land of Brigham Young.

Robert Lyons has returned from a weeks vacation which he spent around home just resting.

In Dick Minasian's estimation the thief who steals from a newsboy is a good citizen compared to the thief who stripped his Ford, which was left parked out near Burbank, one night last month.

W. A. "Dynamite" Welch, Watchman, has returned to work after a one week vacation, which he spent finding his way back from some unknown canyon up north of Santa Barbara.

Sam Ventalora has returned from a two weeks vacation trip, touring in and around Los Angeles.

Dan Yates spent the first day of his vacation deep sea fishing and returned with a big catch of fish.

DIVISION THREE

H. Wescombe is still off on sick leave, but according to our last report he is improving slowly.

Introducing D. H. Gasink, a newcomer in our midst. Glad to have you with us, Donald.

John Graham is still confined to bed but, we understand, is improving.

G. F. Treener spent Sunday, July the thirteenth, visiting the U.S.S. Saratoga and the H.M.S. Dispatch where he had a very interesting and enjoyable time.

DIVISION FOUR

Thos. Watts is at present on the sick list was an injured foot.

J. B. Ross who was struck by an automobile some time ago called around to see us the other day and said that he expects to be back on the job very soon.

Mr. and Mrs. Earl Newhard are away on a two weeks vacation.

J. Inman and family are also away on a two weeks trip.

S. Van Amberg has returned from a weeks vacation.

C. Parker and wife spent last Sunday at Lake Elsinore and report a very good trip.

DIVISION FIVE

G. R. Fulton has returned from a two weeks vacation spent at Big Bear Lake.

We wish to express our sympathy to A. Shenton, whose father passed away recently in England.

B. Bradfield, Storekeeper, is with us again after a two weeks vacation, during which he built a new garage and visited Catalina Island and Agua Caliente. H. Beebe took charge of the Storeroom during Ben's absence and made many friends at this Division.

W. S. Clark is the new man at this Division, replacing Wm. McDonald who has resigned to return to Kansas City.

C. F. Jewell is back on the job after a ten days fishing trip.

R. H. Shire is taking a weeks vacation to rest up.

R. Litz has returned from a weeks vacation spent in Sonora, California. He advises everyone to stay away from Sonora Pass if they don't want trouble. Something must have happened.

H. Clark has returned from a weeks vacation spent in short visits to the beaches and other points of interest.

W. F. Ellis is taking a vacation of one week.

Fred Dudley has again become a grandfather with the birth of a baby boy in his son's family.



H. I. SCHAUBERT

Charlie Ware has returned to work after recovering from an illness that put him on the shelf for two months.

L. F. Sparks and family are spending a two weeks vacation in Sequoia Park.

Cal Simmons, Frank Putman and Jack Sleeper have returned from an extended fishing trip to various points around Huntington Lake. No fish, just extending themselves fishing for enough parts to keep the machines together long enough to get back to dear old L. A.

George Hammon, after giving up hope of curing his hives, has made himself a suit of emory cloth underwear and returned to work.

From the coat of tan E. C. Fleming brought back from his vacation everyone readily agreed when he said he had been sunburned but after he told the barracuda story, some skeptic said that it was probably drug store tan.

Charlie Johnson has returned from a long trip through California, Oregon and Washington. Seems like wasted effort to drive all that way without stepping over to Vancouver, even if only for a few minutes, like Fleetwood and Plume last year.

Everyone in the Track Department is envious of Carle Heffington, who has a generous brother-in-law. Said brother-in-law is defraying all expenses for a weeks trip to Ensenada. Some brother-in-law! Some week too probably!

The sympathy of the Track Department is extended to Cal Simmons on the death of his brother Carl, who died very suddenly on July 12th.

Jimmy Taller spent a vacation at Tia Juana once, but this year his wife insisted on Vancouver. Also, she insisted on going along. Jimmy can give any interested parties complete information regarding the Vancouver trip.