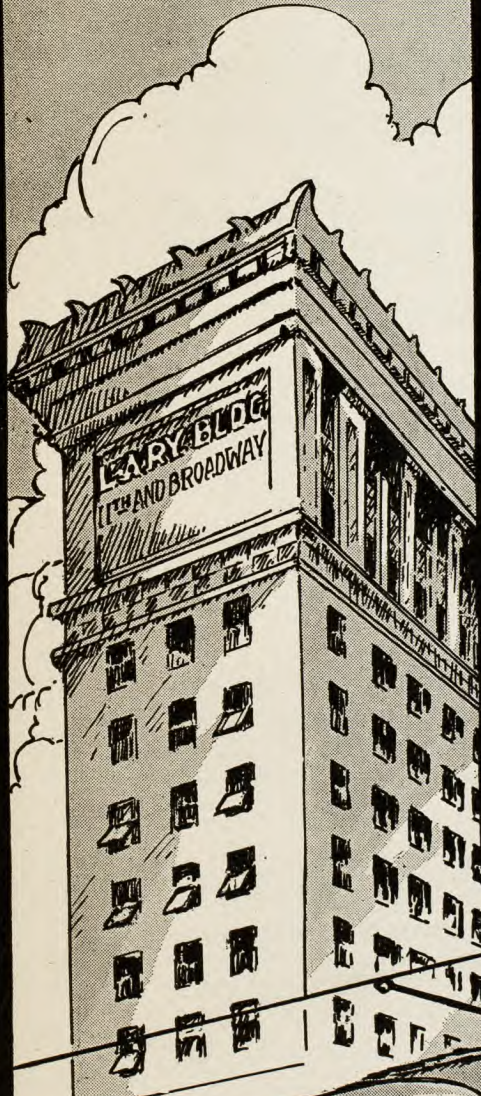


# TWO BELLS

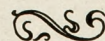
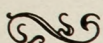


## Vacation

It seems to me I'd like to go  
Where bells don't ring, nor whistles  
blow,  
Nor clocks don't strike, nor gongs  
don't sound.  
And I'd have stillness all around,  
No real stillness, but just the trees'  
Low whispering, or the hum of bees,  
Or brooks' faint babbling over stones  
In strangely, softly tangled tones,  
For when it comes to getting rest  
I like the country lots the best.  
Sometimes it seems to me I must  
Just quit the city's din and dust  
And get out where the sky is blue;  
And say, how does it seem to you?

—Eugene Field.





## Gossip

**T**HERE is an old adage which says, "He that hath knowledge spareth his words".

Idle words, based on groundless rumor, mold the sinister specter known to everyone as "Gossip". A corporation may spread itself over the entire city and employ thousands of men, but the average person usually forms his judgment of it through contact with one individual employe. The traveling public is likewise attentive to rumors passed out by trainmen on the cars. Because a man wears the uniform of the Company, the things he has to say are taken as "inside stuff" and given credence as truth. In this way facts are often so badly garbled and exaggerated that they have no semblance whatever to the true state of affairs.

The man who is loyal to his Company and who has a good word for it on every occasion is building a solid foundation for mutual respect and understanding. Loyalty between the individual who works and the one who directs that work helps both to succeed, and after all we want to be successful.

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## Dirt Chasers

**S**INCERE efforts on the part of trainmen to "spruce up" are evidently apparent to the travelling public as favorable comments are being received. This is a matter of pride both to trainmen and officials of the Company, and is welcomed as "good news."

It is safe to say that the majority of trainmen are not affected by the bulletin calling attention to the fact that untidy appearance of uniforms means relief from duty. However, the few trainmen who were somewhat careless in their personal appearance are seeing to it that they now comply fully with Rule No. 4 of the Rule Book.

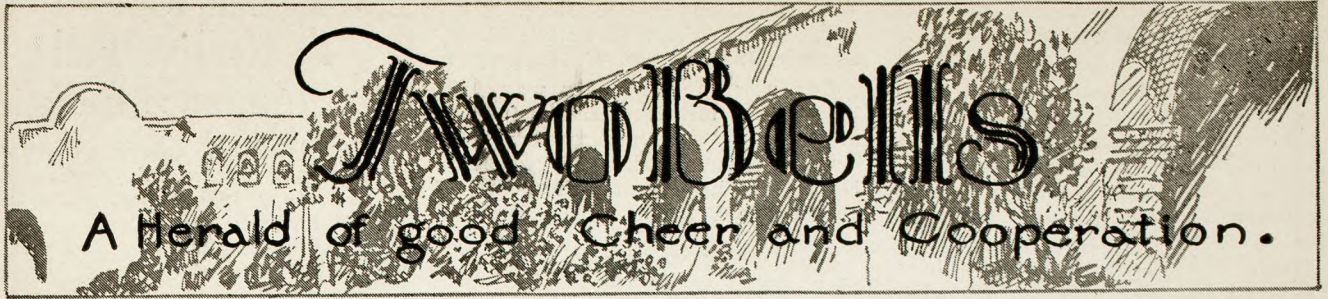
This rule does not intend to work hardship on any man in the platform service. It is rather for his benefit, and at the same time to show the many visitors who come every year to our city that the Company stands for cleanliness and neatness in the appearance of its men.

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## The Real Cure

**T**HE reduction of armaments, the banning of submarines and poison gas, the convocation of World Leagues, will not eliminate war. When an enlightened public ceases to think war, overcomes prejudice, intolerance and hate, then we will have no more war.





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

JANET C. MCNEILL  
W. T. SHELFORD

Publicity Manager  
Editor

## Remarkable Showing Made By Trainmen In Accident Reduction Contest

Sixty-seven trainmen, winners of the safety and courtesy contest for the months of May and June, together with their wives, and in the case of single men, their sweethearts, are to be the guests of the Management at a banquet.

On account of vacation period the date of the banquet will be determined by the presence of the maximum number of men. Mr. Hill hopes, however, to complete arrangements for the dinner to be held during the latter part of July; the time and place will be announced by bulletin.

Group No. 22 of Division Three and Groups Nos. 21, 3 and 4 of Division Four, have the proud distinction of winning the contest without a mark against them of any kind, while Group No. 22 of Division One was penalized one point, Group No. 8 of Division Two, two points, and Group No. 9 of Division Five, three points.

"The results of this contest have been to me most gratifying," said Mr. Hill, "and I congratulate the winning groups for the splendid work they have accomplished in gaining the honor as representatives of their Divisions. The reduction made has certainly demonstrated that concentrated, persistent effort on the part of the men unquestionably can materially reduce our accidents."

During May and June, 1929, there was a total of 3551 accidents. During May and June, 1930, or during the period of this contest, there were 2799 accidents, or a reduction of 752 accidents; a decrease of 21% over the corresponding period in 1929. **The month of June, 1930, had the smallest number of accidents on the system for any one month since August, 1922.**

These figures are taken from the monthly report of the Claim Department,

### AN OPEN LETTER

Mr. R. B. Hill,  
Manager of Transportation.  
Dear Mr. Hill:

July 10, 1930

I have before me your report covering results of the Safety Contest during May and June:

May I offer heartiest congratulations to you and through you to the men of the train service for the splendid showing made.

A reduction of 752 accidents or 21% is a remarkable achievement and merits highest commendation. The sincere efforts put forth by all and the outstanding ratings made by the high record groups should be incentive and example to other employes of our company.

Safety is one of our greatest assets and certainly the best and most effective sales argument, for with the public trust and faithful performance, we can not fail of just reward.

It is only fair to say to you Sir, to your lieutenants and to your men, that the splendid achievement of this contest has stiffened the backbone and quickened the pulse of the entire organization.

We are hoping and wishing for even greater things in your coming contest.

Sincerely,

R. O. CROWE,  
Vice President.

ment, and the total accidents shown include accidents to shop men, line-men and other employes, which number is small, and in order that there may be a correct comparison the monthly report of the Claim Department of the total accidents chargeable to the street car account is taken, exclusive of course of bus accidents.

The percentage decrease at each division for May and June, 1930, compared with the same period during 1929, is as follows:

Division 1	18.06%
Division 2	33.49%
Division 3	11.84%
Division 4	15.96%
Division 5	23.03%

One of the outstanding features of this contest is the record made by

men in the service from three to ten years. There is not a team at any one of the five divisions having the maximum number of years of seniority that will participate in the banquet. In other words, men at the top of the seniority list were unable to compete with men of from three to ten years experience.

Mr. Hill makes a special appeal for the next contest to those groups showing less than 21% decrease in accidents to make an extra effort to bring up their percentages and to register themselves among the winning teams.

"The failure of a team to win," said Mr. Hill, "may be due to the failure of some one or two men to carry on with the same spirit as the other men in the team, and so cause the entire



group to lose. Men who have held back their teams should go into the next contest with a determination to make good."

Mr. Hill said that he would carefully watch the performance in the next contest of those men who are pulling down the average of their teams so that he may determine why these men are not able to carry on as efficiently as others in the same group. These contests serve to show up men who are inefficient or indifferent in their work.

It may be of interest to note that in the first half of the contest, on May 31st, Group No. 13 of Division One was holding a clear record, but evidently the unlucky number proved a hoodoo. Division Two did not have a clear group at the half way point in the contest; Division Three's Group No. 22 was going strong without a blemish, while at Division Four, Group Nos. 3, 4, 5, 10, 14 and 21 were spotless. However, Groups 5, 10, and 14 fell by the wayside shortly afterwards. At Division Five, Group No. 21 was leading on May 31st, but Group 9 passed them up at the finish of the contest.

The following men are the invited guests to the dinner:

From Group No. 22, Division One, Motormen: C. Culver, A. J. Thomas, W. E. McCurdie, A. H. Middleton, M. R. Klein. Conductors: C. H. Thompson, J. W. McCurry, J. F. Stricfaden, J. N. Merritt, W. F. Alder.

From Group No. 8, Division Two, Motormen: F. T. McClendon, A. A. Johnson, F. Jorgenson, L. A. White, J. Williams, C. H. Coolman, A. M. Jones, R. R. Harrow. Conductors: W. H. Laing, R. M. Wilkins, V. W. Gore, W. E. McKeon, C. F. Starkey, W. A. Henslee, C. F. Foster and L. Edwards.

From Group 22, Division Three, Motormen: R. J. Cave, W. S. Nicholas, H. Pierre, W. R. Brewington, A. R. Peterson, B. E. Johnson, H. W. Bruner, C. M. Neal. Conductors: J. C. Kingsland, C. W. Morris, M. Woodrome, E. W. Deane, G. A. Finney, B. W. Bentley.

From Group No. 21, Division Four, Motormen: S. E. Phillips, C. R. Dean, J. W. McKeown, R. F. Ostrander. Conductors: L. R. Temple, G. J. Harrison, D. E. Griffith, G. L. Olsen.

From Group No. 3, Division Four, Safety Operators: I. R. Tilton, A. E. Vejar, W. J. Harris, H. Howard.

From Group No. 4, Division Four, Safety Operators: H. O. Nelson, L. A. Moyer, B. S. Hopkins, W. R. Kern.

From Group No. 9, Division Five, Motormen: V. L. Myers, C. W. Bu-

key, W. E. Garris, W. E. Chilcoat, W. Otte. Conductors: G. R. Boatman, A. McCurry, C. Frilot, H. F. Henney, J. H. Miller, W. H. Morgan.

The new contest under way July 1st will run for three months instead of two. Safety Operators will be listed in groups with Conductors and Motormen instead of being carried on a separate list as in the previous contest.

## Pinochle Champions Dine in Style

Conductor T. J. Kelley and Motorman W. D. Billips of Division Two, the defeated pinochle champions in a play-off last May 22nd, with R. B. Hill, Manager of Transportation and Motorman C. W. Allen of Division Four, did not have to eat "humble pie" after all; in fact they dined in royal fashion at the Elks' Clubhouse on July 9th.

Others in the party were: R. A. Pierson, Executive Superintendent, Conductor F. B. Slaughter, Division Two; Motormen C. W. Allen and T. H. Speed of Division Four. Umpire Speed reported that the Elks' Club was trumps, they dined like kings and Bob Hill was the ace of hearts. No thousand aces was reported, but everyone present played a lone hand to a full course and came away happy over the event.

## "The Big House" George Hill Success

Another big success has come to George Hill, the talented son of R. B. Hill, our Manager of Transportation. "The Big House", now showing at one of the large downtown theatres and acclaimed one of the great screen masterpieces, was produced under his direction. The play was written by his wife, Frances Marion, noted author.

## Get Your Rule Book!

There are a number of changes and additions to the new rule book, distributed to the various divisions on July 7th, and it is expected that every trainman will thoroughly familiarize himself with the new edition.

Be sure to get your book.

If a man is known by the company he keeps why should not a company be known by the men it keeps?

## Ex-Flagman First To Receive Full Insurance Benefits

When George T. Lashbrook, Flagman, signed up for all the benefits of the new insurance plan last March, he little realized that within a very short time afterward he would be the first to receive the liberal compensation under group life insurance for total permanent disability.

Lashbrook was employed by the Company on November 14, 1912 as Conductor at Division Four; in this capacity he served faithfully until October 2, 1929, when, owing to ill health, he was put on light duty as a Flagman.

On March 13th of this year he presented himself for treatment for heart trouble and other complications; these proved serious enough to incapacitate him for further duty. He was given hospital treatment for one month, placed under the care of several doctors and a specialist, but he did not respond to treatment. The Medical Governing Board therefore made application to the insurance company for permanent and total disability on the strength of the medical history on file with the Personnel Department. The insurance company accepted the report without question and paid \$2,000 within forty-eight hours of notification.

This means the termination of all payments by Lashbrook to the Insurance Plan and he will continue to receive accident and health benefits for the limit of the contract as well as necessary medical attention.

The total benefits received by him up to the present time exceed \$2,500, and it goes without saying that Lashbrook will never regret the day he affixed his signature to the dotted line.

## Hollywood Bowl Commences Ninth Season

The ninth season of the Hollywood Bowl opens July 8th.

Alfred Hertz, one of the most popular orchestra leaders in Southern California, and who has been associated with the Bowl since its beginning, has been given the honor of opening the season.

The imposing roster of internationally famous conductors and solo artists is said to be the best the Bowl has ever contracted for.

Preparations for seating larger crowds than ever are now being completed. Good seats can be obtained for as low as 25 cents.



# Prominent Visitors

## Our Guests

With the close of the National Convention of the American Electrical Railway Association, held in San Francisco from June 23rd to June 28th inclusive, several hundred representatives of railways from all parts of the nation visited Los Angeles to look over the properties of the Company. Prominent among them were:

Edwin B. Meissner, President and General Manager of the St. Louis Car Company, St. Louis, Mo.; Geo. L. Kippenberger, Vice President of the same company; Charles W. Gordon, Managing Director of the A. E. R. A., New York City; J. H. Hanna, President of the Capitol Traction Company, Washington, D. C.; J. H. Shannahan, President of the Omaha & Council Bluffs Street Railway Company; A. G. Neal, Vice President and Comptroller of the Washington Railway & Electric Company of Washington, D. C., and many others.

Mr. Hanna was elected President of the A. E. R. A.; Mr. Paul Shoup, President of the Southern Pacific Railroad, retiring. Mr. Shannahan was elected Chairman of the Advisory Board, and our own President, G. J. Kuhrts, was made a member of the Executive Committee.

## Complaints Drop

### Bouquets Fewer

The Complaint and Commendation report is like the stock market, first up and then down. Courtesy gained over Discourtesy this month, 33 in May, 28 in June, a gain of five points; Fare and Transfer Trouble was also decidedly better, 52 in May, 42 in June, 10 points; Starting Too Soon gained one point to the good, 10 in May, 9 in June; Passing up Passengers remained the same, 10 in May, 10 in June; Carrying Passengers Past Stop 11 in May, 13 in June; Dangerous Operation 1 in May, 5 in June; these two offenses have not been so high before for months. Short Change complaints decreased from 15 in May to 8 in June; Miscellaneous complaints showed an increase of 6 points, 37 in May, 43 in June.

The total number of complaints for May was 169, and for June, 158, a decrease of 11.

#### Commendations Decrease

Commendations decreased 9 points. In May there were 78 and in June, 69.

## Shops Win Safety Race For June

In the comparative monthly accident standing for June of major subdivisions in the Engineering Department for on duty accidents, South Park Shops Mechanical won first place with a rating of 98.59 per cent and the Mechanical Divisions moved up from eighth rank in May to fourth in June with 96.92 per cent. Division Five was the only division to go 100 per cent, while at the Shops the Carpenters, Painters, Electrical Repair and Mechanical Street Inspectors boosted their percentage to the one hundred mark:

Department	Aver. No. Employees	Man Days Worked	No. Accidents	Lost Time Accidents	Days Lost	Number Days Lost		Percent Perfect	RANK
						per 100 Employees	per 1000 Days Worked		
Divisions 1-2-3-4-5									
Mechanical So. Park Shops	344	8600	4	3	16½	1.16	1.92	96.92	4
Mechanical Track	312	7800	3	1	3½	0.96	0.45	98.59	1
Electrical Construction	351	8775	4	1	11	1.14	1.25	97.61	3
Power Substation	18	450	1	1	7	5.55	15.55	78.90	7
Bonding	50	1250	1	---	---	2.00	---	98.00	2
Line	7	175	2	1	17	28.57	97.14	---	8
Garage	90	2250	2	2	5	2.22	2.22	95.56	6
TOTALS	136	3400	3	2	4	2.20	1.18	96.62	5
TOTALS	1308	32700	20	11	64				

For the month of May the Electrical Construction Department stands first with 100 per cent rating for its eighteen employes and the Bonding Department takes second position with 100 per cent for its seven members. The Mechanical Divisions dropped from second position in April to eighth in May. Division One was the only one to come through 100 per cent among the divisions.

Department	Aver. No. Employees	Man Days Worked	No. Accidents	Lost Time Accidents	Days Lost	Number Days Lost		Percent Perfect	RANK
						per 100 Employees	per 1000 Days Worked		
Divisions 1-2-3-4-5									
Mechanical So. Park Shops	343	8918	7	3	23	2.04	2.58	95.38	8
Mechanical Track	316	8216	8	3	15	2.53	1.83	95.64	7
Electrical Construction	355	9230	4	3	11	1.13	1.19	97.68	5
Power Substation	18	468	---	---	---	---	---	100.00	1
Bonding	50	1300	1	---	---	2.00	---	98.00	3
Line	7	182	---	---	---	---	---	100.00	2
Garage	91	2366	2	---	---	2.20	---	97.80	4
TOTALS	132	3432	3	1	6	2.27	1.75	95.98	6
TOTALS	1312	34112	25	10	55				

## William Abernathy Called Beyond

Another old timer to answer the call to the Great Beyond is William F. Abernathy, Flagman, who passed away on June 18, after an illness of many months.

Abernathy was born in Lincoln, N. C., on February 1, 1854, and was employed by the Company as Conductor at Division One on March 26, 1902. He served faithfully in platform service up until June 5, 1922, when he was assigned lighter duties as Flagman on account of his health. He was unmarried.

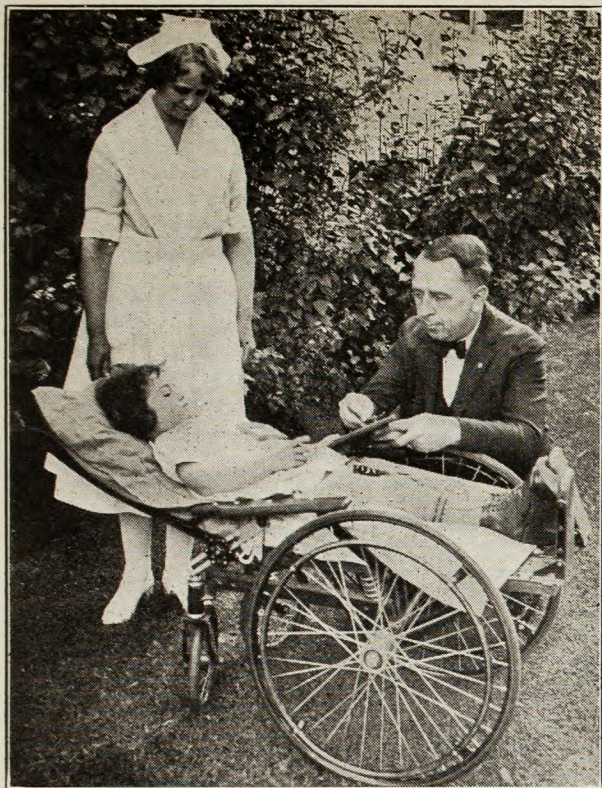
## New Coaches to Arrive

Five more single deck 29-passenger coaches are being delivered, and will be numbered in the 2300 series. These coaches are generally similar to the other rear door equipment recently delivered, but are the first single decks to have single-sash drop plate glass windows, which not only give clearer vision, but should reduce rattles and breakage.

## Change in Street Name

The street formerly known as Angeles Mesa Drive, south from West Adams Street, has been changed to Crenshaw Blvd.





Another little crippled child of the Los Angeles Orthopedic Hospital is going to have a place in the sun through the purchase of a new wheel chair made possible by contributions of members of the Los Angeles Railway Square and Compass Club at their last meeting on June 21st.

When the members were informed of the purpose of the meeting, there was the largest gathering in many months. An evening of splendid entertainment was arranged for members and their families, and much credit is due to Bethel No. 36 for their assistance in putting over the show.

The meeting was presided over by Phil Klingelsmith, President of the Club, and Recording Secretary Dan Johnson acted as Master of Ceremonies. J. H. Sheridan gave a short but impressive talk on the reason why the Club wished to assist in this worthy cause and in response the contributions went over one hundred percent.

In the photograph little Barbara Peel is occupying the chair. Barbara has been in the hospital on her back for two years now, but she is going to walk before long. Phil Klingelsmith, President of the Club, is playing a colored pin game with little Barbara, while Nurse Ruth Bower, House Mother of the Orthopedic Hospital School, looks on. The chair, similar to many others at the hospital, will be used in connection with the school and enable some little crippled tot to be out in the open as much as possible.

## Carbarn Cafe Cuts Culinary Costs

True to the slogan "A place where your appetite and purse harmonize", Carbarn Cafe, under the capable direction of Manager Harry T. Tuttle, is now offering exceptionally good luncheons at ridiculously low prices. For instance: luncheon served from 10:30 a. m. to 5:00 p. m., 30 cents; evening dinner from 5:00 p. m. to 9:00 p. m., 40 cents, and Sunday dinners from 11:00 a. m. to 9:00 p. m., 45 cents.

If you happen to be in the neighborhood of Avenue 28 and Idell and your appetite needs satisfying, sit right down in one of the chairs, swing your feet under the counter, tell them you are from Missouri, and make them prove their slogan "You just can't leave hungry."

## Frank B. Dodge Passes Suddenly

After completing his day's work apparently in the best of health, Motorman Frank B. Dodge, of Division Two, was stricken ill and passed away suddenly on June 15th.

He was born in St. George, Utah, on April 27, 1872, was employed by the Company as Motorman on October 5, 1904. He is survived by a married daughter and two grandchildren to whom the sincere sympathy of his many friends is extended.

## Four Leads in Witnesses Accidents Decrease

Division Four again leads in the number of witnesses per accident for the month of June. Division Three retains second place, Division Five third place, while Division Two wrested fourth place from Division One.

A comparative table is listed below:

May		June	
Div. 4	6.90	Div. 4	6.50
Div. 3	5.73	Div. 3	5.87
Div. 5	5.42	Div. 5	5.12
Div. 1	5.24	Div. 2	5.04
Div. 2	4.58	Div. 1	4.65

The number of accidents for June decreased. For the month of May, there were 1377, while in June, there were 1127. The average witness per accident in May for all divisions was 5.50 and for June 5.44.

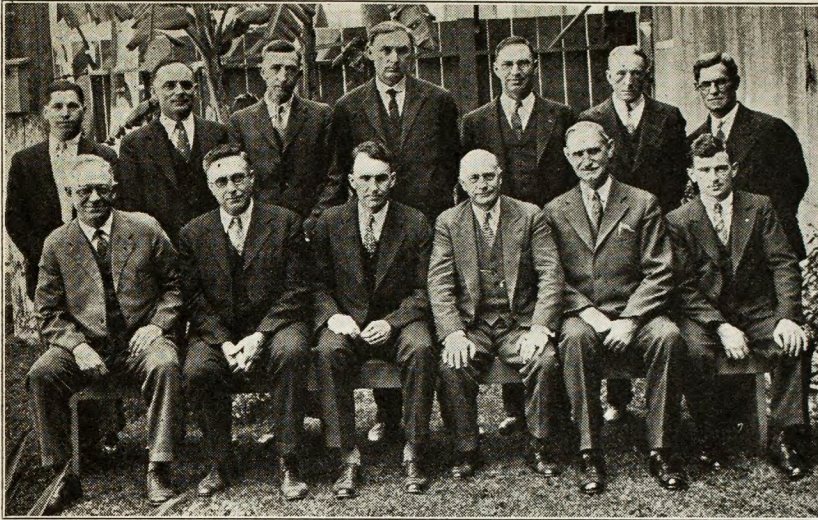
## Blue Ribbon Winner



Posing prettily for her Dad, Richard Dwyer, Assistant Foreman of the Winding Room at South Park Shops, is little Ethyl Margaret Dwyer, age one year. This snapshot was taken especially to show what a real prize baby looks like. Miss Dwyer was the winner of the baby contest sponsored recently by the Mother's Educational Center of Los Angeles. She was awarded the blue ribbon and rated as 98 per cent perfect. Her mother is the former Miss Myrtle Rohlf, one-time telephone operator of the Shops.



## The Men Behind The Platform Men



Seated, left to right: LaVerne J. Hathaway, Walter C. Brown, H. E. Jordan, J. R. Brittain, Joseph Gordon, Harry A. Longway. Standing: Ray L. Guignard, Joseph M. Spearing, J. T. (Cy) Watts, Harry C. Smith, John M. Cook, Lee T. Crump and Wallace W. Aldrich.

The South Park Shop of the Los Angeles Railway is really the key-stone on which the entire organization depends. It not only keeps the cars serviced and maintained but makes special equipment for the Track Department, steel structures for the Electrical Department, manufacture certain supplies for the Store Department, paints coaches for the Automotive Equipment Department, makes special brackets for the Line Department, repairs furniture for all departments, and is continually striving to satisfy the needs of the Transportation and Claim Departments by making special changes to operative equipment.

This results in hundreds of different kinds and sizes of jobs to be taken care of as efficiently and expeditiously as possible. The responsibility for such work devolves squarely on the shoulders of the male chorus, pictorially shown, whose fraternity slogan is "You wreck 'em, we get 'em."

H. E. Jordan, Superintendent of Car Equipment, is "generalissimo" of the gang.

Walter C. Brown, Assistant Superintendent of Car Equipment, is aide-de-camp to Jordan. Walter needs no introduction to the Mechanical Department.

Wallace W. Aldrich, Assistant General Foreman, started with the Company on February 15, 1906, as car repairer. He hails from Escanaba, Mich.

J. R. Brittain, Mechanical Engineer, started with the Company on August 2, 1907 as draftsman. He is a graduate of the Massachusetts Institute of Technology, of cultured Boston.

John M. Cook, Foreman of the Air

Brake Department started in the employ of the Company on November 10, 1922. He hails from Verona, Pa.

Lee T. Crump, Foreman, Paint Shop, the only native son of the group, was born in Sacramento. His length of service with the Company dates back to June 17, 1903, as a painter. He was later promoted to Assistant Foreman of the Paint Shop and on March 1, 1930, to Foreman.

Joseph Gordon, Blacksmith Foreman, hails from Roscommun, Ireland. He started with the Company on December 1, 1910, and remained until February, 1918, when he resigned to assist Uncle Sam in shipbuilding. He returned to the employ of the Company on April 11, 1921.

Ray L. Guignard, Mechanical Inspector, was employed by the Company on September 28, 1920 as Mechanical Draftsman. He was born in Alliance, Ohio.

LaVerne J. Hathaway, Foreman, Machine Shop, has been with the Company since June 20, 1902, and appointed Foreman on April 19, 1905. He was machinist for the Los Angeles-Pasadena Railway, later known as the Pacific Electric, since November, 1898. Hathaway hails from Washtenaw, Michigan.

Harry A. Longway, Foreman, Truck Shop, was employed by the Company on July 19, 1917 as car repairer. He was born in Worcester, Massachusetts.

Joseph M. Spearing, Foreman, Carpenter Shop, entered the services of the Company on July 5, 1905, as a carpenter. He was later promoted to Foreman. He hails from Somerset, England.

Harry C. Smith, Foreman, Electrical

## Lary Larrupers Enter Sunday League

The Larys got off for a good start in the Sunday Baseball League by defeating the Philippino All Stars, five runs to two. Superb pitching by D. V. Lewis with his famous submarine ball had the little fellows bewildered. No low hits were recorded and no race riots reported.

The month of June has been a very good one for the Larys, in spite of the fact that the Saturday League did not hold together. In the game of June 7th the Calico Tile Company scored four runs in the second inning and that was all. The Larys scored one run in the fourth, two in the eighth and in the ninth with two men out the Larys tied the score, four to four, when Gibbs walked and Gay brought him in on a two base hit. Ray Shollin then knocked a beautiful single, scoring Gay and winning the game, five runs to four.

In the game on June 14th the Larys staggered the L. A. County Fireman eleven runs to seven with three runs in the first frame, one run in the second and one in the third, but the Firemen came back with four runs in the last half of the fifth and threatened the Larys with a washout. However, the Larys came back with four runs in the last half of the sixth inning, one run each in the seventh and eighth frames and the Firemen with three runs in the ninth.

With the bases filled with injured men of the Lary team through wild chucking Sievers hit a three base wallop that completely disheartened the Veterans of Foreign Wars in the game of June 21st. The Vets completely blew up and allowed the Larys to score twelve runs. The Larys scored two more runs in the seventh frame and two in the eighth, making the total of sixteen and the Vets one lone run that came across the home plate in the fourth inning.

If you have not been in the habit of attending these games, there is certainly a surprise in store for you in the style of ball that is being played, and now that the games will be played each Sunday at Vernon Yard, why not crank up the old fivver, drive out, and see for yourself.

Repair Shop, is a native of Shipman, Illinois. He entered the services of the Company on June 15, 1905.

And, last but not least, J. T. (Cy) Watts, Foreman of Car Wiring, who gives his birthplace as England. He was employed by the Company on October 1, 1916, as mechanic. He was later assigned to car wiring and promoted to Foreman of that particular work.



## No Missouts

This story might appropriately be entitled "Following in father's footsteps" and then again, on second thought, it might be "Following in daughter's footsteps", as Ruth Frith, daughter of Conductor George Frith, of Division One, goes her daddy one better for neither absence nor tardiness in school attendance during the long stretch of twelve years from the first grade to her graduation.

The record of Conductor George Frith is without a missout on his tenth anniversary with the Company on June 10th, and so he has two years more to catch up with the splendid record of his daughter.

Ruby graduated from the Garfield High School on June 27th, at the time receiving a gold honor ring for attendance. The ring bears the school's insignia and is greatly



Ruby Frith, and insert, Conductor G. Frith of Division One.

prized by her. She has also been awarded two gold pins and one bronze pin for achievement in her classwork.

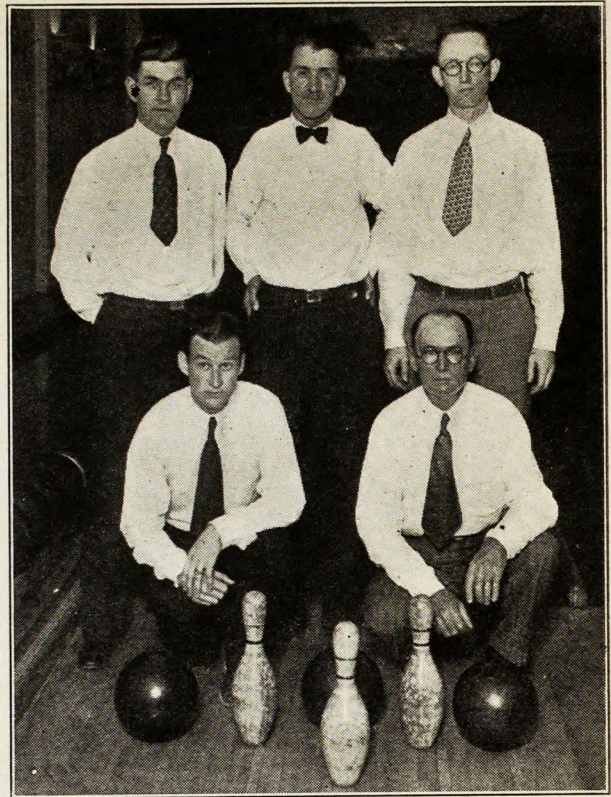
Born in Hucknell, England. In May, 1907, Frith came to the United States to go farming in Utah, where he remained until the spring of 1920. He came to the coast that year and started with the Company on June 10th.

Frith worked for a number of years on the "R" Line but for the past several months has been pulling the bellcord on the "D" Line. He is well fitted for this line as his pleasing personality and neat appearance create a favorable impression on his patrons, many of whom are visitors from other cities. His record at the Division is exceptionally good and Superintendent Ed Williams is very proud of him.

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### Lary Bowlers Finish in Fourth Place

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Left to right, standing: H. Petrie, Engineering Department; H. Winans, Motorman, Division Two; H. Taylor, Engineering Department. Front row: A. Genn and E. C. Fleming, Captain, both of the Engineering Department.

Amid the rumble of the rolling ball and the crashing of the pins, the Los Angeles Railway Bowling Team fought its way from down on the bottom of the league up to fourth place in a spurt put on during the last few weeks of the series. The games were played at the Manchester Bowling Alleys at Manchester and Broadway.

Shortly after the team was organized, H. Petrie was absent for three weeks due to an operation and E. Miller, one of the original players, had to go east on account of sickness in his family. This caused the team to suffer a loss of 20 pins a week for three weeks. However, with Petrie back in the game and H. Winans replacing Miller, the team managed to take 19 points out of 28 points lost. The Lary team made a gallant fight for third position only to be nosed out in the last game by a small margin. The team's average was .829.

Winans finished top man with an average of .173, Fleming second with .170, Petrie third with .164, Genn fourth with .162 and Taylor fifth with .160.

On June 23rd this team scored 2,811 pins in three games winning the \$15 prize awarded for the highest number of pins scored, and on Monday, July 7th, these fellows were out for the sweepstakes of the series.

These knights of the rolling ball are

easily identified on the alleys by a large yellow token on a background of maroon fastened to the back of their white shirts. The maroon letters "L. A. Ry." stand out in bold relief on the yellow token, which is a similar design to the one used on the baseball uniform.

### For Sale or Trade

Atwater-Kent Model-60, Cabinet. Have had three months. For sale or will trade for a late model coupe. Conductor Fred Jewett, Division Three, 2617 Jeffries St. Phone Capital 1622.

### For Sale

Striped wall tent. Splendid condition. Size 9x11 feet. \$20.00. H. N. Cole, Division One, 665 East 54th Street.

### For Rent

Four room plastered house, bath, laundry, front and back porches and garage. Address, 1272 Augusta Street (Belvedere Gardens). Near "R" Line. Rent \$23.00 per month. Safety Operator 3094, Division One.

Most great careers, practically all, have been built on a foundation of poverty.



## Lary Laffs

First Theatre-Goer (returning after interval in open air): "I say, the Second Act doesn't seem to have much bearing on the First."

Second Theatre-Goer: "Of course it doesn't. We've come back to the wrong theatre."

"I call my wife my 'better half'."

"Why?"

"Because she's always saying, 'You better half that tire patched' and 'You better half your tooth fixed' and 'You better half this' and 'You better half that'."

"Say, mister," said the little fellow to a next-door neighbor, "are you the man who gave my brother a dog last week?"

"Yes."

"Well, ma says to come and take them all back."

And the maiden's cry on the Nile was, "Egypt Me!"

"Is your husband a good provider, Dinah?"

"Yessum, he's a good providiah all right, but I'se allus skeered dat niggah's gwine er git caught at it."

Bridget had been discharged.

Extracting a \$5 bill from her wage roll, she threw it to Fido.

Then the shocked mistress heard her exclaim:

"Sur'n I niver fergit a friend; that's fer helpin' me wash the dishes."

Politician: "Congratulate me, dear, I got the nomination."

His wife: "Honestly!"

Politician: "Why bring that up?"

"Prisoner, before your trial starts, you have a right to challenge any member of the jury."

"Well, your honor, I'd like to fight the little shrimp on the end."

Many a go-getter is afterward sorry that he gotter.

A real estate salesman of West Texas had just finished describing the glorious opportunities of that part of the country. "All West Texas needs to become the garden spot of the world is good people and water," he said. "Huh!" replied the prospect, "that's all hell needs!"

Johnny played truant from school one day, and the following morning was worried as to how to square himself with the teacher. He decided to write a note of excuse, signing his mother's name, which resulted in the following:

"Dear Teacher,

Please excuse Johnny for being absent yesterday. I tore my pants.

Yours truly,

Mrs. Jones."

Small Child: "Granny, what made the Tower of Pisa lean?"

Stout Grandma: "I wish I knew, darling—I'd take some myself."

## "You See—It's Gen-U-Wine"



C. D. Clark explains the merits of the right kind of glove for the controller to Motorman W. Capen of Division Three.

Although you might be under the impression that Charles Dudley Clark is reading the lines of his customer's hand, he is in reality giving him a "line" of high-powered sales talk on gloves in behalf of the firm of C. D. Clark, Incorporated, traveling emporium of trainmen's accessories, that sells anything from paper clips to air cushions to a most exacting clientele as all customers must be satisfied.

Forty-four years ago, June 17, 1886, to be exact, C. D. applied for a position with the cable railroad, and to see if he was a real "hill billy" or not, they put him to work on the Temple Street cable cars to run over the hills that were covered at that time with nothing but oat fields.

In that year the rolling stock of the Company consisted of six grip cars and six trailers. The line ran from Temple and Spring to Temple and Belmont, to be later extended to Temple and Virgil, with the car house at Temple and Edgeware.

On February 7, 1894, the line was taken over by the Los Angeles Consolidated Railway with headquarters at 6th and Central (now Division One) and C. D. was transferred to cars on Central Avenue as Conductor to Bill Neighbors on one of the three cars that traversed this line.

In February, 1902, C. D. was appointed Dispatcher and in 1909, Chief Dispatcher, which position he held for a number of years. Ill health caused him to be absent from

active duty from January, 1922, for approximately six years. He started his emporium on April 10, 1928, setting aside a day in each week to visit one of the five divisions. He has become a familiar figure with his array of merchandise and candy.

We join with C. D.'s numerous friends in wishing him many, many more happy anniversaries.

## Track Jobs

The Engineering Department is busily engaged in removing the present rail on Virgil from Sunset Boulevard to Geneva to conform with the new street line. This means the tracks will be entirely retied and rebalasted and the work also calls for a new four unit crossing at the intersection of Santa Monica Boulevard and Virgil. Seventy-two pound rail is being used for this job, with the standard 116 pound rail at the intersection.

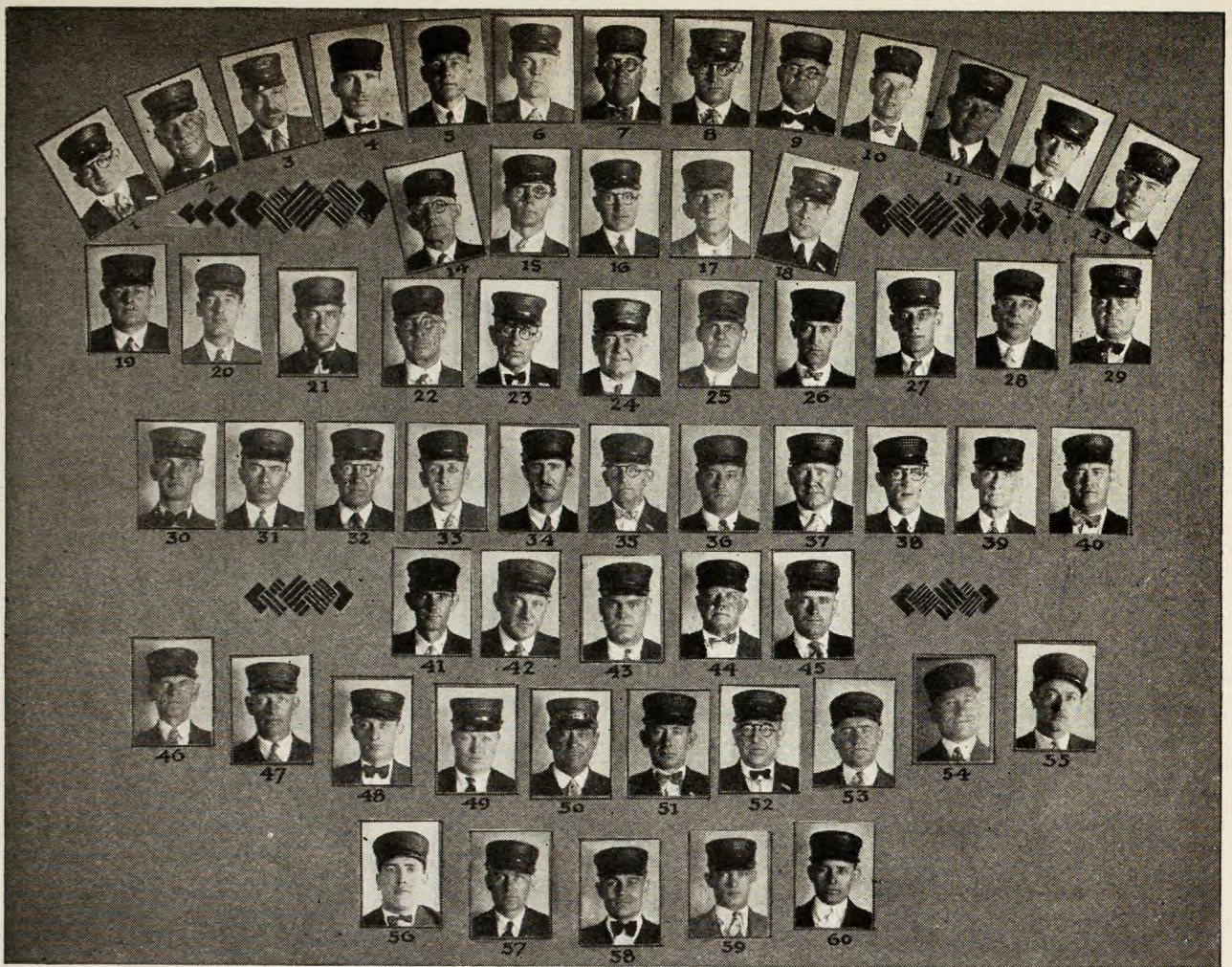
A new crossover is being installed on Whittier Boulevard just a short distance from Euclid Avenue.

The Engineering Department is shortly to commence work paving in the right of way on Market Street from Hillcrest, south to Arbor Vitae. This means the removal of all curbing and landings.

## Division Assignments

To Division Two: Conductors R. E. McClain, C. Vralsted, R. B. Beam, H. S. Embree. To Division Three: Motorman W. H. Hinds.





# Bouquets

For (1) Conductors G. J. Stoddart and H. B. Thompson (no picture) of Division One from Hannah B. Gooden, who writes, "It is a pleasure to meet with such smart, attentive-to-duty conductors".

For (2) Motorman C. W. McKelly of Division One from Guy McElwain who appreciates the clear, cheery voice with which he calls streets, and his unusual courtesy to passengers.

For (3) Motorman M. W. Schumacher and Conductor E. D. Avila, (no picture) of Division One from Dr. Riley Shrum for special courtesies extended him.

For (4) Conductor O. G. McKenzie of Division One from Mrs. J. O. Benjamin for courtesy and kindness in showing blind man and woman to the curb.

For (5) Conductor H. Thompson and Motorman G. Arnold, (no picture) of Division One from Velma Robins who writes, "I believe these men try in every way possible to promote the interests of their company. They are always courteous and thoughtful".

For (6) Conductor A. A. Phillips of Division One from Dr. Malcolm Lloyd who states, "In boarding car, I found myself without funds, save a rather good sized check, so the conductor very generously paid my fare. Such courtesy reflects favorably upon your corporation and speaks volumes for a fine personnel".

For (7) Conductor H. F. Henley of Division Two from B. F. Bernsen for courtesy and strict attention to duty. Mr. Bernsen also commends Conductor M. C. Perl and Motorman L. Burnett, of Division One, (whose pictures have appeared a number of times) for courtesy and cooperation.

For (8) Conductor H. Bruggerman of Division Two from L. E. Burckard who writes, "I had been to the dentist and was very sick, this conductor put himself out to help me, and I appreciate it very much."

For (9) Conductor W. H. Egble of Division Two from Mrs. T. A. Bruce for courtesy to an elderly woman, and alertness in preventing a man from jumping off car while in motion.

For (10) Conductor MacTaggart of Division Two from William J. Gibbons who writes, "I have ridden with your Conductor on Line 'S' a number of

times. He impresses me with his courtesy combined with an intelligent grasp of his duties, and I enjoy riding with him".

For (11) Motorman F. Hauschildt of Division Two from Sadie S. Krug who describes graphically the manner in which Motorman Hauschildt averted an accident at 36th and McClintock, the autoist being entirely to blame, and further states that the driver of the car undoubtedly owes his life to the quick wit of the motorman.

For (12) Conductor H. E. Tierney of Division Two from Mrs. E. L. Curtis for kindness and courtesy to his patrons.

For (13) Conductor T. S. McCleave of Division Two from Mrs. Adella H. Brode for special courtesy.

For (14) Conductor R. L. Tobin of Division Two from D. L. Porterfield for courteous, considerate, business-like manner with which he handles crowds.

For (15) Motorman J. H. Roberts of Division Two from Mrs. Eva Barney for courtesy.

For (16) Conductor E. R. Waas and (17) Motorman T. A. McCain of Division Three from Mrs. August Erick-



son for courtesy in holding car for her which enabled her to keep a most important appointment.

For (18) Motorman D. G. O'Brien of Division One from Harris Hill, who writes, "I am a cripple, and I want to express my appreciation for courtesy of motorman in giving me his stool when car was crowded".

For (19) Motorman F. Hetze of Division Three from Mrs. Ligue Ewing for courtesy and consideration to passengers.

For (20) Conductor J. L. Hall and (21) Motorman W. W. Head of Division Three from Mrs. Ada Yerezian who states, "I have traveled to and fro for years, and these men are the most courteous trainmen I have met so far".

For (22) Conductor T. E. Shanafelt of Division Three from Mrs. E. Voelker for courtesy, and for watchfulness in looking after his passengers, thus preventing accidents, also for calling streets clearly. Conductor Shanafelt is also commended by Mrs. W. N. Clements for close attention to duty and courtesy.

For (23) Conductor S. T. Wride of Division Three from Miss Maria Stearns who writes, "His patience and helpfulness is marked and his kindly acts add much to the comfort of the travelling public".

For (24) Motorman G. Searl of Division Three from A. E. Anderson for exceptional courtesy.

For (25) Conductor C. Caper of Division Four from W. R. Gregory for universal courtesy and special care and attention to school children.

For (26) Motormen J. L. Kline, (27) R. C. Cook, (28) A. J. Hester, (29) F. R. Combs, and (30) L. A. Moyer of Division Four from John Lunde for courtesy and strict attention to duty. He also commends (31) Motorman B. S. Hopkins for courtesy and fidelity and Conductor C. Caper (mentioned above) for courtesy and strict attention to duty.

For (32) Motorman William Brotherton of Division Four from R. C. Evans for courtesy and kindly consideration.

For (33) Conductor H. F. Hames of Division Four from Mrs. Johnson who writes, "I want to commend to your special consideration Conductor Hames for courteous treatment, patience, and efforts to give information to patrons in a pleasant and clear way." He is also commended by Nurse Miriam Jean Rollins.

For (34) Conductor W. O. Smith of Division Four from Edward Reyno for courtesy in calling attention to dollar bill he dropped on floor.

For (35) Motorman D. L. MacDonald of Division Four from J. A. Flye for courtesy shown to woman with two small children.

For (36) Conductor J. J. McFarland of Division Four from W. A. Lear who states that it is a pleasure to recommend anyone so courteous as Conductor McFarland.

For (37) Motorman L. Maxam of Division Four from M. Irene Courtney who writes, "Yesterday I left a camera on the 'C' car. Later I boarded the car and found that the motorman had picked it up. He returned it to me and refused to accept reward, and was extremely courteous".

For (38) Conductor C. A. Evans of Division Four from F. C. Holden who writes, "I wish to call attention to the gentlemanly and tactful handling of a very difficult man by Conductor Evans. This was done in a most praiseworthy manner, and he should be commended".

For (39) Conductor D. W. Beckner and Motorman C. B. Hunter (no picture) of Division Four from Mrs. L. P. Jones for courtesy in answering questions about transfers and for calling streets.

For (40) Conductor E. B. Adams of Division Four from Mrs. Frank Caldwell for courtesy and honesty.

For (41) Conductor R. A. Clapp of Division Four from J. Weeman for courtesy and obliging manner to all passengers.

For (42) Conductor O. E. Goodwin of Division Four from John Lund for exceptional courtesy.

For (43) Conductor Paul Hampton of Division Five from Miss Myrtice Wallace for courtesy.

For (44) Conductor L. P. Johnson of Division Five from Imogene J. Nelson for an unusual act of courtesy when she boarded car feeling very ill.

For (45) Conductor G. W. Dow of Division Five from Mrs. Jensen who writes, "I fainted on the street car and want to express my appreciation of the thoughtful treatment received at the hands of your conductor. He held the car until the ambulance came and took me to the hospital".

For (46) Motorman R. C. Lawson of Division Five from J. F. Gullihur who says "This man is a credit to the company for which he works. He is always on the job with a smile, knows how to handle the controls when starting and stopping his car, and is courteous to all passengers".

For (47) Motorman R. Shosted of Division Five from Mrs. Albert Drayer for courtesy and kindness to all blind people and cripples who board his car.

For (48) Motorman E. C. Shapley of Division Five from Mrs. Ida Gillmore for courtesy and kindness to herself and a friend.

For (49) Conductor H. V. Skoog of Division Five from Harriett Mitchell for courtesy in advancing her fare.

For (50) Traffic-Man A. K. Miller

from Miss C. Wolfe, who writes, "I am writing this about the traffic man stationed at First and Broadway. He is efficient, kindly and always has a friendly smile for every one. Recently I found myself down town without car fare. He loaned me money in such a gracious manner that I could not feel embarrassed".

For (51) Conductor B. C. Cheek of Division Three from Ben C. Maxwell for advancing his fare.

For (52) Conductor E. L. Jandro of Division Three from C. B. Bills for courtesy in assisting him to board car. Conductor Jandro is also commended by Mrs. M. Lindell for assisting an elderly woman.

For (53) Motorman F. C. Sommer of Division Two from O. S. Wilson for courtesy to a young lady when car was overcrowded.

For (54) Motorman A. Dimitri of Division Five from L. M. Newman for courtesy to a helpless old woman.

For (55) Conductor L. J. Polansky of Division Three from Harris Hill for courtesy.

For (56) Conductor J. C. Kingsland of Division Three from Elizabeth Wiley for willingness to be of service and helping women and aged people on and off cars.

For (57) Conductor C. J. Ritter of Division Three from F. C. Pratt for courtesy.

For (58) Conductor O. A. Croxdale of Division Two from F. Randolph for courtesy in giving information to the travelling public.

For (59) Conductor W. O. Dulin of Division Two from E. M. DeLong for courtesy at all times.

G. Allison Phelps, well known "radio philosopher" has dedicated the following poem, written by himself, to Conductor W. C. Neal of Division Three (60) who was extremely courteous to him and fellow passengers and also for efficiency in his duties:

Service and success march hand in hand,  
From home and office across the land,  
If you give service, you'll find success,  
And the world will all your actions bless.  
Service to others, to friend and foe.  
Cheering the world, wherever you go.  
Lifting a burden, easing a pain,—  
How could such work be done in vain?  
Take just a moment to dry a tear,  
To ease a sorrow and carry a cheer;  
Just think a moment—you'll know it's true—  
That service will bring success to you.





Conductor P. F. Riessen of Division Two and Miss Helen Sexton were married on June second. Congratulations.

\* \* \*

The old Pinochle Club is slowly breaking up at Division Two. First J. E. Bourland married and spends his evenings at home and now comes the news that Conductor Franklin Roscoe Conkling and Miss Ella Fatter were married on the 14th of June. They spent several days at the beaches and in making short trips. Congratulations, Roscoe, and thanks for the smokes.

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The surprise of the year came to the Shops when Raymond Joseph Weatherly, of the Trimming Department, was granted a two weeks leave of absence which was found out to be Ray's honeymoon vacation. The lucky girl is, or was, Miss Grace Etta Stevens of Redlands, California. We wish to congratulate Mr. and Mrs. Weatherly and wish them much luck and happiness.

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"The sign "Another bachelor gone wrong" on a box of cigars at the Garage Foreman's office was occasioned by the marriage of Marvin Tucker of the Third Shift to Miss Altha Town of Moscow, Idaho, on June the 17th. The happy couple made a two weeks trip up the coast to the redwoods and are at home now at 725 W. 71st Drive. Congratulations.

\* \* \*

Miss Jessie Hamilton, Typist in the Auditor's Office, slipped away quietly on May 29th, and said "I do" to a very important question, thus becoming the blushing bride of Harold A. Hart. On her return to the office after the honeymoon, her many friends in the Main Office Building presented her with a beautiful electric toastmaster. Mrs. Hart has been with the Company since January 1, 1923.

Another young lady to fall the victim of young Cupid's unerring aim is Leone Gorsline of the Auditing Department, who was married to Mr. Jesse Becker on June 21st at the country cabin of her sister, Miss Pearl Gorsline at Girard, California. Pearl Gorsline is a Comptroller Operator of the Auditing Department. Several friends of the bride presented her with a complete waffle set.

We join with the many friends of these young ladies in wishing them many years of marital bliss.



The news finally leaked out that Conductor L. W. Beavers, of Division Two, is the proud father of a bouncing baby boy born on the tenth of May. Bobby Ray and his mother are doing nicely.

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The baby boy that Motorman Dorringer of Division Two was expecting arrived on the seventh of June. They will call her Katherine Margaret. George is about the happiest man at Division Two and is some proud papa.

\* \* \*

Motorman F. W. Bergenholtz of Division Two dropped in and passed the cigars around to celebrate the arrival of Joyce Florence, a little eight pound girl who put in her first appearance on June twenty-third.

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Conductor O. S. Garrison of Division Three is rejoicing over the arrival of a baby girl, born Monday, June 9th.

\* \* \*

On June 12, 1930, Motorman M. E. Dally of Division Five, with a million dollar smile and a big box of cigars, spread the news of the arrival of a seven pound boy. Mother and baby are doing fine. Congratulations, Dally, old boy, and thanks for the smokes.

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Supervisor H. Lehnart reports the arrival at his home of a 7½ pound baby boy on June 13th. He has been named Alvin Howard.

\* \* \*

Roscoe Kirkwood, of the wash-rack, tells us he has a new baby girl at his house. She arrived the 29th, weighs 8 pounds and has been named Colleen Marcelle.



This is little Ellenore Schlueter, 3½ months old, granddaughter of Motorman J. H. Schrader of Division One.



H. N. COLE

It seems that when a fellow cranks up his "Lizzie" and starts out for a vacation, it is perfectly natural to head toward the Canadian border! Motorman R. J. Orphan has just returned from a very fine trip to British Columbia and Conductor Jack Boehm has returned from his annual visit to the same place. Motorman J. H. Johnson is contemplating a trip somewhere up in Canada at an early date.

The first trip that Motorman J. W. Hile took in his new Dodge Coach was to Tia Juana, only to see the sights of course.

Custodian Rafferty, who was knocked down by a machine a short time ago, just at the beginning of his vacation, recovered sufficiently in a few days to take a trip down to the border city and is now back on the job feeling fine.

Conductor Frank Nye has been proclaimed champion checker player of Division One, and to his credit let it be said he acquired his title legally, not through fouls.

A gay fishing party, composed of trainmen from Division One, recently spent a fine large day about ten miles off San Pedro. From all reports the expedition was not a huge success from a fishing standpoint but they had fun and lots of it. Motorman E. R. Hastings employed numerous methods in an attempt to cause Motorman B. C. Hathaway to yield to an inclination toward sea sickness but Hathaway closed his eyes to the outside world and cuddled up in a corner. The party consisted of the following: S. C. Wilson, R. M. Sexton, R. A. James, B. C. Hathaway, George Atkins, W. E. Flower, T. W. Crum, W. A. Bence, E. Yohler, A. E. Woodfin, O. G. Logan, F. R. Jones, E. R. Hastings, R. J. Sturgeon and W. A. Walters.

When Instructor Musselwhite plays ball again he is advised to wear gloves on his shins and pads on his hands, as the last game in which he participated left those two members in pretty bad shape.

Clerk Roy Ruggles is taking advantage of that priceless gift to penned-up clerks, and at this writing is well on his way to

## Appreciation

To friends of our father, Frank B. Dodge, who recently passed away:

Your kind expressions of sympathy are gratefully acknowledged and deeply appreciated by his daughter and son.

Dr. J. B. Dodge  
Ruby Dodge

The family of Daniel D. Cellers wish to express their deep appreciation of your kindness and sympathy in their recent sorrow.

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

Mrs. Sharp and daughter.



destination unknown, where he will spend his two weeks vacation.

There is a similarity between the two names, Kilpatrick and Fitzpatrick, and at the same time there is a big difference. One is a Motorman and the other is a Conductor and, strange as it may seem, they caught the same run a few days ago.

After spending a few days in a hospital and another few days at home as the result of being bumped by an automobile, Motorman J. H. Schrader is back and seems as fit as ever.

Motorman E. O. McKinney is still carrying his hand in a sling. He had a tussle with a fender and was out at the count of nine in the first round.

Motorman L. L. Nelson is still numbered among those on the sick list. Nelson has been incapacitated for several months on account of his eyes.

A period of illness covering two weeks kept Conductor M. S. Thomas away from his work. He is back again now.

Motorman Nate Robinson, who has been up in the country for several months on account of his health, has sent in his resignation as he finds that it will be conducive to his health to remain there. Nate has been with the company a good many years and was looked upon as a splendid fellow by all his fellow workmen.

Somewhere up north is the point that Motorman G. C. Grayson is endeavoring to reach on his thirty day vacation.

Conductor C. J. Stoddart is taking ninety days to make a tour of the country border to border and from sea to sea, more or less.

It took Motorman P. K. Huffer only nine days to see the sights of his own home town, Los Angeles, and he is now back at his work.

A ninety day leave has been granted Conductor O. H. Lewis. He will visit his old home, Clearmont, Missouri.

In a tent pitched beside a stream in the High Sierras, is where you may find Conductor R. W. Brigham and Mrs. Brigham for the next twenty-five days.

Motorman J. L. Penny is spending ten days up in the vicinity of Big Bear.

It will take Motorman B. B. Parvin twenty days to see the sights of the Yosemite, and then he will settle down to his duties again.



## Division Two

H. F. NELSON

The vacation season is now open and several of the boys have taken leaves of absence and started out for all parts of the country by auto or rail and some just to stay at home and rest up.

Conductor W. H. Smith was granted sixty days in which to give Tennessee the once over and do a little resting.

Conductor C. S. Murphy is going to spend sixty days in the old "flivver" seeing some of the sights of California.

Motorman F. V. Dennee spent two weeks at home doing some much needed painting.

Conductor S. B. Warren was called

suddenly to Omaha, Nebraska, due to the poor health of his mother. He will be there for at least thirty days. Here's hoping everything will come out all right and that he will be able to return when his time is up.

Conductor L. R. Edwards is going to spend sixty days around Tacoma, Washington, visiting and resting.

Conductor R. H. Jackson is driving his new Ford to Texas where he will spend thirty days seeing the sights and visiting old friends.

Motorman B. H. Elshire was granted a ninety day leave which he will spend at Chamberlain, South Dakota.

We are all glad to see Conductor E. G. Holler back at work again, and also that Conductor A. L. Bristol is out of the hospital and able to be around.

Motorman J. T. Phipps spent two weeks resting up at home.

Switchman G. W. Coulter is taking a sixty day vacation and plans to see Yosemite and Yellowstone Parks; also a part of the northern coast.

The boys of Division Two wish to extend their sympathy to Motorman Dan Cellers, whose wife passed away June 14th.

Motorman E. C. "Teddy" Parsons broke his working record on Memorial Day by starting in on a six day run. That was Teddy's first full day off since July, 1927.

On the third of last month, Conductor A. N. Johnson parked his Chevrolet Roadster and went in to lunch. In a few minutes he heard the fire trucks tear around the corner and ran out to see what was wrong. There was plenty wrong, for his car was a mass of flames. They saved enough of it to warrant having it fixed up and A. N. is again driving it to work.

Motorman C. Fraetis is elated over the Buick Six which he is now driving and hopes he never will have to drive a Model "T" Ford again.

Mrs. Finley, our Stenographer, spent Sunday, June 14th, at Catalina Island. She also attended the American Legion Convention while there.

Clerks C. F. Paine and B. I. Derry moved during the month, Paine to Wall Street and Derry to 88th and Orchard.

Motorman L. D. Lofton, the boy from Texas, is sporting a new Ford roadster.

Conductor L. J. Tucker feels that he has worked a long time without a rest so is spending three weeks vacationing at Mountain View.

Motorman J. F. Kirk has been granted ninety days in which to visit his mother in Columbia, Georgia. She is in poor health at the present writing.



## Division Three

L. VOLNER

Wanting to get away back in the mountains far from any habitation, Conductor M. F. Fury and wife were driven up to Mt. Wilson and there met by Ex-Motorman Wm. Pearson, familiarly known as "Hiking Mike." The trio hiked

six miles back in the mountains to Mike's cabin, carrying heavy packs all that distance.

While convalescing from a tonsil operation, Conductor E. C. Croughan was around the Division displaying some fruit known as "Young Berries," something new grown by himself on his ranch at Wilmar.

Those who have been clamoring for "Shake Ups" should be well satisfied now, as the various lines had a general choice during the past month.

Seems like old times to see the "2" and "3" Lines change to "A."

During the latter part of May, Conductor J. E. Bohler made a weeks visit to San Francisco.

In working on the new green cars, it is very pleasant to hear the many complimentary remarks made about them. They are greatly appreciated by our patrons.

Motorman R. O. Yarger is to take a ten days fishing trip to the lakes around Bishop. Yarger says he expects to catch up on his sleep while gone, so as to not miss out on that account soon.

After an auto trip of two months to St. Louis and other points in Missouri, Motorman-Line Instructor B. H. Dean has returned. The trip did a lot of good for Dean, as he is "fat as a pig" but says, he is sure glad to get back.

The boys on the Hooper Avenue Line will now have things their own way in the chitterling business, as their greatest chitterling eater Motorman E. C. Helbling is going on a seventy-two day vacation, back to his native state, Wisconsin. Helbling and wife are making the trip by auto, taking along a camping outfit, fishing tackle and such, and intend to camp out and fish at every inviting spot. We know they will have a great time.

Motorman-Line Instructor F. F. Chamberlain is now riding around in a new Pontiac Six coupe.

Before the new green cars were placed on Line "B," Motorman-Line Instructor M. B. Capps had as a student, Motorman F. C. "Kelly" Cimmino. After a day of careful tutoring Kelly was qualified. His line was to get some of the cars Sunday morning, June 1st, but for some unknown reason the cars failed to arrive. Kelly was at the barn early that morning as his run was assigned one of the cars, but when he looked on the board and saw he had one of the "800's"—well, you should have seen that "Irishman's" face.

Switchman M. H. Meloy and a bunch of the boys went on one of their deep sea fishing trips during the month. Conductor E. C. Bradley took a big bunch of the fish home and had them nicely cleaned all ready for the skillet. He left them for a few minutes, during which time the cat got the fish. Bradley had steak for supper.

A card received from Conductor J. C. Kingsland, who is on his vacation, states that the hills are high but he is still headed East.

The new 1500 cars are much appreciated by the patrons of the "W" Line.

After scanning the new schedules very closely and doing much figuring, Motorman A. R. Peterson picked for himself a nice seven day run, but after the runs



were all chosen saw where he could have gotten three hours more time in a six day run.



## Division Four

C. J. KNITTLE

"You can tell them I'm going to take three months off," spoke up Clerk E. E. Roffee as ye scribe took a seat at the division typewriter, at the same time tearing the April, May and June sheets off the calendar.

Seriously speaking, we miss the safety cars and the safety operators. As many of you know, the safety car schedules and all that goes with them have been assigned to Division One and the "N" Line has been assigned to this division.

We welcome you, trainmen of Division One. May you always find us the same friendly co-workers that you worked with at Division One.

In behalf of Superintendent Wimberly who was attending the American Electric Railway Association Convention in San Francisco, Foreman B. B. Boyd thanked the safety operators for their whole hearted co-operation during the past years and expressed his sincere regret to see them leave.

Motorman J. J. West returned from a ten days vacation June 7th, which he spent in and about town.

Conductor W. H. Snow and Motorman W. A. Bray made a fishing trip to Ensenada recently.

Our sincere sympathy is extended to Conductor M. M. Aufderheide whose wife passed away June 3rd. Mrs. Aufderheide had been in delicate health since the birth of her fifth child a few months ago. The funeral was held June 6th. Conductor Aufderheide was granted a sixty day leave, June 20, to go to Omaha.

Conductor A. S. Martin who left two months ago for Juneau, Alaska, has sent in his resignation stating he had decided to remain there.

Motorman G. O. Pritchett spent two weeks commencing June 6th with his sister in Twin Falls, Idaho.

Safety Operator J. D. Ledford spent a two weeks vacation, starting June 6th, "seeing Los Angeles by street car."

Conductor C. L. Roth who was injured while attempting to board a moving car some time ago paid us a visit recently. Roth is getting along very nicely and is anxious to get back on the road.

Conductor H. B. Pierce fell with a fare box as he hurried through his car approaching Pico and Rimpau. The result was a severe laceration under his jaw. The accident happened June 3rd. Pierce returned to duty three days later.

A news boy at Washington and Rimpau found a token in the safety zone and insisted that Supervisor Redmond take it so the company would not wonder what became of it.

Motorman L. H. Stephens left June 14th for a two weeks vacation in Oakland, where Mrs. Stephens has been visiting relatives.

Motorman A. Argue also left June 14th

for a two weeks vacation in Santa Cruz.

Conductor S. H. Corbin was granted thirty days leave, June 16th, to visit his parents in Missouri. Corbin's aged father is in very poor health.

Motorman C. A. Evans left June 18th for Columbus, Ohio, where Mrs. Evans has been visiting relatives for several months. C. A. will be gone thirty days.

Motorman E. P. Adams was granted ten days vacation June 25th to make a trip to Santa Barbara and nearby points.

Clerk E. H. Ellis started on his regular two weeks vacation June 30th and plans to drive to Lake Tahoe by way of Bishop.

Our heartfelt sympathy is extended to Conductor Larry Smith whose daughter passed away June 26th.

Conductor W. M. Vaughn returned from a thirty day trip to Atwood, Okla., June 8th with Mrs. Vaughn and their little son, Billy.

Conductor G. J. Harrison entertained his brother Walter, from Maude, Okla., for six days starting June 11th.

Conductor A. L. Layton injured his index finger when he dropped a fender June 7th.

The new "C" Line schedule is working out nicely. The runs average eight hours per day. On the daily schedule there are twelve straight daylight, five straight early nights, three straight late nights and seven P. M. trippers besides the usual array of day swings and night swings.

Conductor C. V. Jones underwent an operation at the Methodist Hospital recently and is recovering rapidly.

Safety Operators A. O. Swoboda, W. J. Harris, J. H. McClintock and H. Howard remained at this division taking up their general seniority as motormen.

Safety Operator W. L. Greenwood has also remained at Division Four as extra clerk and motorman.

An interesting feature of the change is that Dave Rogers of Division One has forsaken his favorite Line "N" run rather than leave his old Division.



## Division Five

FRED MASON

Conductor R. P. Messersmith can now call for his run, 441, with perfect articulation and a big smile. He's got his store teeth in and is looking and feeling fine.

Conductor Casey Jones is back on the job after a couple of weeks vacation at Bishop, California, and is all set for another year.

Conductors Tommy Carey and "Hank" McDonald write from Grand Canyon, Arizona, saying they had a wonderful trip and are enjoying themselves immensely.

If there are any fish left in the ocean by the time Conductor Fred Buton gets through with his vacation, I'll buy the drinks for them. Fred started on twenty-eight days June 25th, and bright and early you will find him down at the beach hauling 'em in.

Conductor Jimmy Clark just can't help making a trip to Knoxville, Tennessee, every year. He's off again this year for sixty days and we are all looking forward to seeing him bring her back with him this year.

After hearing Will Rogers broadcast from Chicago on Sunday, June 21st, we know Conductor C. S. Lashbrook will enjoy his sixty days visiting friends and relatives there.

Conductor Frank Weir and his wife started out on a three months trip, June 10th, headed for Owens Sound, Ontario, Canada. He's going via Georgia, where he will visit for a while with his wife's friends and relatives, and then head north for Ontario, Canada, where Frank has a host of friends.

For thirty days Conductor L. E. Harper will be off and is vacationing at Washington, Oregon.

Motorman Jack Coward is taking his first real vacation for several years, and he and his wife are motoring up to Vancouver, Canada. Jack will be gone for forty-five days.

Motorman George Churchwell is away for thirty days and is visiting old haunts in Texas and New Mexico.

Motorman P. L. V. Robert is back on the job after his thirty day trip to Vancouver, Canada. He says that Yosemite is the most beautiful spot in the world for scenery and Vancouver the best little old town for a thirst.

Motorman S. B. Smith and his wife hopped into the trusty Chevrolet on June 11th and headed north for Santa Barbara having fourteen days off. They had a very nice trip all the way up but upon his arrival "Smitty" stepped into a gopher hole and twisted his ankle. He was laid up for the two weeks and just able to drive back at the expiration of his leave and then had to go on the sick list. Tough luck, old man. Pick out the nineteenth hole next time.

We are certainly glad to see Conductor Roy Perry getting along so well after being bumped by an auto. He has discarded his crutches now and is getting around with the aid of a walking stick. Pinochle is his favorite "dish" now and he starts early in the morning and quits late in the evening. With the experience and practice he has been getting during the past month we might do well to start him in the next tournament.

After having been off for two months, during which time he underwent an operation at the Methodist Hospital, Motorman Arthur Papst is back on the job again and doing fine. Glad to see you back, Art old boy.

Another old timer who is back on the job after three month illness is Motorman Harry Gorton. Harry was also operated on at the Methodist Hospital and is now feeling fine.

We are glad to see Conductor Fred Skarda working again after four months illness. Fred says he's feeling fine and dandy now and is working every day.

Our sympathy is extended to Motorman Harry Bush and Conductor W. R. Nichols. The fathers of these two men passed away very recently.

Here goes to July vacationists. Motorman M. Knudson, fifteen days at home.



Motorman J. L. Hoffman, fifteen days at home.

Motorman E. W. Watson, twenty-one days to Bishop, California.

Motorman C. E. Gulley, twenty-six days to St. Albans, Vermont.

Motorman H. M. Guthrie, forty days here, there, and everywhere.

Motorman Jack Bruno ten days looking over the bathing beauties at all the beaches.

Motorman George Gearhart thirty days to Washington, Oregon.

Motorman E. U. Butcher, sixteen days at home.

Conductor D. A. Buzzell, fifteen days at home.

Conductor A. A. Blaubach, eighteen days to Seattle, Washington.

And last but not the least, Foreman A. F. Grant, two weeks, Monterey, California, and Clerk "Baldy" DeMuth, two weeks among the cows and chickens in Lawndale.



JACK BAILEY

Rex Guignard, of the Shop Inspection staff, and Mrs. Guignard, of the Superintendent's office, have just returned from an enjoyable vacation trip extending from Santa Barbara to San Diego.

Best wishes are extended to G. H. Coqueguniot of the Mechanical Engineering Department, by his many friends upon his retirement.

The personnel of the Winding Room is graced by the presence of C. V. Means, Jr., who refuses to spend his summer vacation in idleness.

T. Rocha, of the Winding Room, proved his skill as a fisherman by bringing some of the evidence to the boys.

T. O'Connell, of the Winding Room, is reported on his two weeks rest.

It is something very unusual for Joe Schnell, of the Winding Room, to come in around 8:30 A. M. Joe says it is very different to have every one go on their vacation at his home and only leave one alarm clock to awake him.

Painter J. A. Willer is at this time enjoying his vacation at Grant Lake. A little fishing, camping and gun practice will make the two weeks go very fast.

Carpenter A. M. Reid has returned from his two weeks vacation of pushing the old Chevrolet over the roads. Nothing to do now but rest up for next year's vacation.

Carpenter Ben Pecoy is sporting a new Chevrolet coupe.

Truckman A. W. Harlow is still confined to his home, but is reported improving.

Truckman B. Cinnamond and family can be found almost any week-end enjoying the surf at Newport Beach.

House painting, car repairing and many other domestic repairs featured the first Saturday's work on our five days a week plan. Two of the boys, H. S. Nutter and H. Briggs, came in with their heads all skinned and black and blue which gave us thoughts of more interesting

happenings, but we could not get a story out of them.

Army Armstrong returned from his two weeks and two days rest as tired as ever. We mention the two days because Army was clever enough to ask for the two weeks in June that had some holidays added. Big Bear and a few local trips featured his program.

J. C. Sleeper is the new man in the Store Department, replacing J. S. Baumgardner, who left the service.

The Shop was well represented on the Olympic fishing barge the last few week ends. Those who got sunburned were, William Wilson, Thomas Frew and Arthur Gerard. R. P. Millan did not go fishing, but went without his hat (suggested by his wife for falling hair) and got a good burn on the head.

Carpenter M. Langlois is also driving a good looking Dodge sport roadster with all the trimmings.

Carpenters G. Yale and L. Brown are planning a near future trip to Catalina, having put in their orders for transportation rates.

Carpenter L. N. Campbell has returned from his leave of absence and reports the old home all covered with fresh paint.

Carpenter L. Berry was also granted a few weeks of rest.

Nobody knows what became of Carpenter Ed Carmody on his two weeks vacation.

Ray Shollin, Pattern Maker, sustained an injured ankle in Saturday's ball game, June 21st, and has been laid up for several days.

Truckman W. Thun has been granted a few days sick leave to rest up at Lake Elsinore.

Truckman R. Williams is back on the job after spending two weeks recuperating from a trip to the dentist.

Truckman E. Edwards never goes anywhere nor does anything so we can write him up. He ought to read Two Bells and see what a good time the rest of us are having.

Introducing G. Duffin, a new man in the Truck Shop.



J. H. McCORNACK

The Motor Coach Division's second string baseball club lost their game the 22nd at Vernon Yard to the L. A. Motor Coach regulars with a score of 15 to 0. Everyone had a good time but R. Kirkwood who received a split fingernail, while catching, which hurt him severely. After the finger was dressed he was put in the outfield and while there got hit on the head with a high fly. He said that it did not hurt. The next game will be Sunday the 29th at Griffith Park.

J. E. Blankenship of Arkansas says the melons there weigh as much as 157 pounds and grow so fast they wear the vines out dragging them around. We also hear that he has a trumpet.

J. M. Holman has been granted a thirty day leave for a vacation and visit to his folks in the Lone Star State.

H. B. Rennels resigned the 26th. He is returning to Wichita Falls, Texas, to

take up his old job as a police officer. He says for the boys to come on over and drive as you please and you will not be arrested.

Walter Spurzey Campbell is now taking a two weeks vacation.

H. F. Hesse is on his thirty day leave visiting friends and relatives in Milwaukee.

Cy Slocum is now baching while his wife is visiting relatives in Iowa. If any of you boys want any lessons in cooking just call on Cy.

H. A. Malt has left us after fourteen months in the service to go to Sonora, California.

A letter has been received from E. J. Eckert, who stowed away on a boat which went to Panama and he is now in New York.

## GARAGE

The electricians from the Electrical Construction Department know their electricity but are not so familiar with air. They were called in to repair the compressor in the Machine Shop and after tearing it all apart found that they needed some air to clean the parts and after a lot of work connecting the hose, etc., realized there wasn't any.

Jimmie Dean has found that oil will not stay in a motor unless you put the bottom on it. Jimmie has been all worked up over trading his \$4500 home for a \$6500 property but we are afraid now that the other party is going to refuse to go through with the deal.

Imagine McNally's embarrassment after giving whom he thought was Walter Powell the razz for driving a different automobile to find out that it was Walt's twin brother.

Floyd Nolf has returned from a fifteen day vacation and second installment of his honeymoon trip which included a thousand mile tour in the vicinity of Yosemite ending with a few days at Catalina.

George Baker would like to make the acquaintance of a good detective. Some one has been entering his home once a week for the last two months.

It is overheard that A. Jackson is going to Hollywood to get the film pressure built up in his car.

Claude Simmons has built a new pier at Anaheim Landing. The only way he could successfully sink the pilings was to have George Riggs sit upon them. This worked swell until the job was completed and George walked out upon it and settled it almost a foot.

Dorothy Rankin is now on her vacation. It is being spent near Bishop camping and fishing. Jesse Doer is helping out in the office.

Thomas Casey is next on the vacation list. He has plans including Yosemite and Oakland.

The Garage boys have shown that they do come through when called upon both in attendance and contribution to the L. A. Railway Square and Compass Club benefit show that was held Saturday the 21st. Everyone reports a splendid time but none have been able to drink fifty glasses of water without stopping.

Jack Savage and A. Seyferth report a good time at Lake Elsinore Sunday the 22nd, in company with Mr. Drake of the



Purchasing Department of the Pacific Electric. They took a boat equipped with an outboard motor with them and did some amateur aquaplaning, breaking even in the number of spills.

Ray Anderson has moved into a very fine neighborhood.

Our operator, Miss Dema Matherly, is now in fine spirits. She is being favored with a visit by her mother from Wichita Falls, Texas, whom she has not seen for a year.

Claude Simmons caused one of Frank's waitresses a little trouble when he had to rush back and punch in without paying for his lunch. Claude came out all right because he got a cigar the next day when he squared up.

The new nickname "Omar" has been applied in the Machine Shop to Jimmie Deam although he swears he did not seek publicity in the Herald under that name.

We sure feel sorry for Ray Anderson. He owns a car that is so long he cannot get it in his garage.

J. Dyson left us the 27th for a job with the Lang Transportation Company of Long Beach. George Foskett is the new service man in his place on the Third Shift.

The situation of being without bait is no handicap to our fishermen. They merely pick out a nice large fish that they want and snag it by the tail, throw a few half hitches and pull it in. For further details see E. R. Sullivan and E. N. Wetzler.



H. K. CONACHER

#### DIVISION ONE

H. Ogden has returned to work after being confined to his home with the measles.

J. J. Phillips spent June the fifteenth at Lake Elsinore, catching fish and having a good time in general.

H. R. Sprague has sent in his resignation from Ft. Huachuca, Arizona, where he has accepted a position with the government. We all join in wishing Harry the best of luck.

Wm. J. Christmas has been transferred to this division from Division Two, as Second Groupman. We are very glad to have Bill with us and hope that he will make himself right at home.

Ralph Lathrop has traded his Dodge in on a new Nash coach.

G. E. Atkins and Harry Hale recently went on one of their fishing parties and were not the only ones that were disappointed, as a number of the boys were looking forward to a nice fish dinner.

#### DIVISION TWO

The most important news of the month is just this, "Doc" Robey has a new Model A Ford coupe, and he is sure proud of it. "Doc," you had better get some kind of a device installed on it that will warn you when your gas tank is nearly dry.

E. Sayre has a new car too, a Chrysler '77, four speed transmission and everything. All aboard for Oregon.

R. Minasian and John Knight are the latest additions to the personnel of Division Two. Glad to have you with us, boys.

Harry Hunt announces the purchase of a new electric washing machine. Looks like the size of the wash increase along with the size of the family, doesn't it, Harry?

Herman Tafel paid us a visit one day last week. Herman is doing carpenter work now and getting along fine.

Ward Shelton entertained his brother's family from Portland last month.

L. Catello reports a pleasant outing last Sunday. He visited all of the beach towns between Oxnard and San Pedro.

To further curtail his personal expenses, Tommy Hartely installed a gas saving device on his Nash but after seeing Jack Marsden towing him, we are not so sure that it is very successful.

Speaking of saving, why not save the unnecessary talk until you are alone, then you won't waste anyone's time but your own.

#### DIVISION THREE

E. C. Muse and a party of friends spent Decoration Day at Imperial Beach fishing. They report a wonderful time even though fishing was poor.

A. Walker, Switchman, and G. Treneer also spent Decoration Day fishing up in the mountains, where they had the pleasure of hiking several miles in a snow storm.

A. O. O'Brien has returned to work after being off on the sick list for several weeks. Glad to see you back, Mickey.

After falling asleep on an "E" car and waking up in Eagle Rock City, while on his way to work, one morning last week, John Graham has decided to do his sleeping at home.

W. Alport and the future Mrs. Alport spent last Sunday at the beach and report a wonderful time.

#### DIVISION FOUR

Mr. and Mrs. M. Johnston are at present away on a thirty day vacation trip to Vancouver, B.C.

T. Watts and a party of friends spent Decoration Day up at White Oak Lodge. Tom drove his car through a washout and came back with a bent front axle.

Geo. Mawby of Division One, E. Thomas and R. Crowthers of Division Five have been transferred to this Division. Glad to have you with us, boys.

S. Van Amberg spent the week end at San Onofre fishing.

Chas. Laffin and family are away on a two weeks vacation trip to Sequoia National Park.

#### DIVISION FIVE

T. Cosgrove has been remodeling his house, rearranging the rooms, making them bigger and better. He installed a pedestal basin and broke his finger nails all off, trying to pull out the stopper instead of using the release valve.

Olon Dewberry is the proud owner of a new Studebaker.

Archie Bunn's young son is now home from the hospital, having been confined there for several weeks with diphtheria.



H. I. SCHAUBERT

Bill Swearingen and Cal Simmons put on another barbecue for the boys in the Track Department on June 12th. The only regulars absent were Blackwell, Moran and Weberg who evidently felt that six bits was too much to pay for beans, and, having no teeth, they could not eat meat. Your error, boys, the meat was so tender you did not need teeth. Cal and Bill are now working on plans for a bread and milk feed, since so many of the men are having their teeth pulled.

A novel entertainment was furnished by the one man orchestra, "Clown" Baxter from South Park Shops.

R. B. Hill, Manager of Transportation, furnished considerable amusement for the boys with several very pointed remarks regarding the Engineering Department generally, and P. B. Harris and C. C. Netz particularly.

B. H. Eaton entered into the spirit of the festive occasion by adding his clear tenor to the community singing.

The recent change in the work train crews is working a terrible hardship on Bill Swearingen since Charlie Plume is no longer with him to furnish information on current events. This is the first time in many years that these two have been separated. Bill will have to do a lot of heavy reading now on his own account if he is to maintain his reputation as a well posted man. Elmer Mitchell is Charlie's new playmate.

Sam Bevilacqua, the "Scotch Wop", who recently asked for a reduced rate on his fried eggs because the cook had used the same fire and pan to fry the eggs that he had used to fry the ham (furnished by Sam). He was saved from the cook's threatened assault by the timely intervention of Bill Rankin.

George Hammon is reported off sick with a severe case of hives. He appears very well swelled up over it.

Johnny Teegarden spent the recent three day holiday on a trip to Yosemite and reports a wonderful time taking in the many points of interest in the half hour he spent in the valley.

Charlie McCallister is spending his vacation building a cabin on his lot at Big Bear Lake. You will have lots of friends now, Charlie. Good of you to build it so early in the season.

We are glad to report the continued improvement of Charlie Ware.

Jack Glover has taken a twenty day leave of absence to care for his wife, who has been quite ill.

We have an unverified report that J. B. Buchanan bought lunch for Bill Morgan and George Lane last pay day.

Jack Sleeper, of the Store Department, has been transferred from the Yard to South Park.

"Just think, children," said the missionary. "In Africa there are 6,000,000 square miles where little boys and girls have no Sunday school. Now what should we all strive to save our money for?"

"To go to Africa," came a chorus of cheery voices.