

TWO BELLS



A GLIMPSE OF SOUTH PARK



EDITORIAL

Playing to Win

After all, we cannot play the game of life alone. However, or wherever we play it, we touch other lives. We cannot win by tearing down the work of others or belittling their efforts.

No organization in the world can function successfully without cooperation among its members. Each man must give the best he has in sincere and loyal cooperation to both his superiors and his fellow employes.

The thing that counts is winning the game. It is teamwork that creates success — the willingness of each man and woman to play according to the rules and to play fair.

A company is successful only if its employes work in harmony and friendly cooperation; and a company's success is reflected in the greater welfare of each individual composing it.

Magic

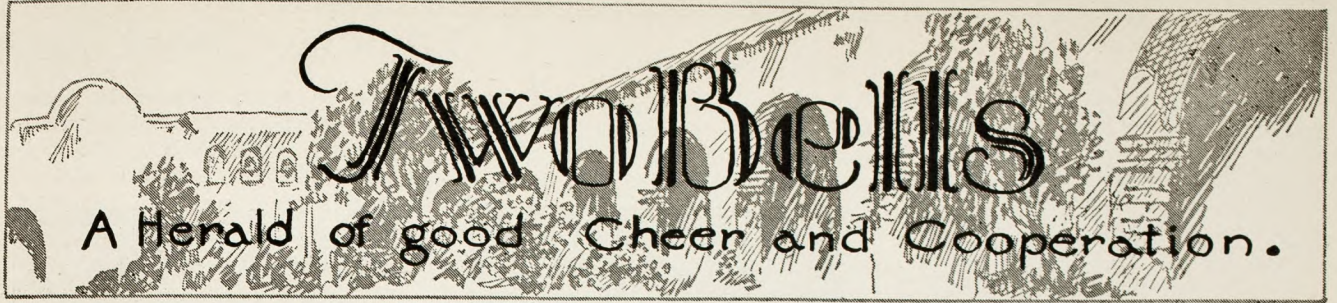
There is a certain conductor. The other night his car was very crowded. Men were hanging on the steps. His car slowed down to a crossing. Four men and seven women wanted to get on. They all wore anxious frowns for it was home going time. The conductor stuck his head and one arm from out the crowd. It was a jolly, smiling face. "Come on, ladies," he said, "we'll make room for you". Then to the men crowding the entrance, "Please be good, gentlemen, and make room for the ladies". And we all got on, men as well as women, laughing and joking as we did and sure enough there was room. But the best part of it was, we all left our anxious frowns in the street. There was no room for them there with that good natured conductor.

Brush 'Em Up

Two women friends were talking together recently. One of them said, "I don't understand why Bill doesn't get anywhere. He works hard, just as hard as others who have been promoted. Take your husband, Jimmie; he hasn't been with the company nearly as long as Bill, but he has had two promotions already".

This wife was evidently worrying about her husband just as many wives do. Margaret, the other woman, says that it doesn't do Bill any good for his wife to worry, that the thing for Bill is to spruce up a bit and for his wife to see that he looks neat before going to work. Margaret doesn't think Bill will ever get any place as long as he goes about with his clothes all wrinkled and spotted. If the boss looks at a man's clothes and finds them untidy he figures that the man's work will be just as careless and the man who keeps himself neat gets the promotion.

"Happiness is like a kiss — the only way to get any good out of it, is to give it to some one else".



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

Pinochle Tourney Opens March 17

Commencing Monday, March 17th, St. Patrick's Day, in the evening, the fighting Irish of Divisions One and Two will use their clubs and spades freely with an occasional diamond and heart thrown in for good measure, in the opening game of the Pinochle Derby for 1930, on Division Two's own battlefield. The contest will be called at 8:00 p. m. sharp.

The schedule calls for three games a week, Mondays, Wednesdays and Fridays, similar to the plan of last year, with the last game ending on Wednesday, April 30th.

Inasmuch as several new players are entering into the contest we are printing herewith the rules which have been drawn up to govern the series:

- Single deck pinochle ONLY will be played.
- Melds: Nine of trumps (referred to as "dece") 2
- (A marriage) King and Queen of any suit except trumps 2
- (A marriage) King and Queen of trumps 4
- (Single Pinochle) Queen of

- Spades and Jack of Diamonds 4
- (Forty Jacks) Four Jacks each of a different suit 4
- (Sixty Queens) Four Queens each of a different suit 6
- (Eighty Kings) Four Kings each of a different suit 8
- (One Hundred Aces) Four Aces each of a different suit 10
- (A Run) Ace, King, Queen, Jack, Ten, Nine 16
- Without the Nine 15
- With an extra King and Queen 20
- Without the Nine 19
- Roundhouse marriage in all suits 24
- (Double Pinochle) Both Queens of Spades and both Jacks of Diamonds 30
- (Four Hundred Jacks) All the Jacks in the deck 40
- (Six Hundred Queens) All the Queens in the deck 60
- (Eight Hundred Kings) All the Kings in the deck 80
- (One Thousand Aces) All the Aces in the deck 100

(Continued on Page 5)

Benefit Plans Rate Big Success

By H. A. WADDINGTON,
 Superintendent of Personnel

Owing to lack of time and press of work it is impossible to more than "high-light" an outstanding record of accomplishment which has been established recently in the inauguration of the Employees Benefit Plans.

As far as can be ascertained by experts, there is no employee benefit program in effect in the United States which is more liberal, better balanced or more complete than that of the Los Angeles Railway Corporation.

Certainly nothing approaching this plan has been placed in effect in so short a time with such high subscription percentages.

Of the entire Company, practically 100% of those eligible have signed up for Employees Benefit Fund and almost as many have affixed their signatures to indicate that they are 100% on all four factors of the plan.

These percentages are extremely gratifying to both employees and the management.

The 100% subscriptions at the various operating divisions are a matter of pride to all. Practically 100% have signed 100%.

This is a marvelous record denoting an exceptionally high degree of organization efficiency and teamwork.

The percentages of South Park Shops, Main Office Building, Garage, etc., are not now available but are very high and most gratifying.

Records such as have been established by most departments of the entire Company are possible only by teamwork — teamwork and hard work by superintendents, key men and the majority of other employees. The credit for the accomplishment belongs to many!

The Los Angeles Railway is the first electric railway in the United States to "match, dollar for dollar" with em-

DIV. TO PLAY	AT DIV. 1	AT DIV. 2	AT DIV. 3	AT DIV. 4	AT DIV. 5
DIVISION ONE		MARCH 17	APRIL 7	APRIL 11	APRIL 21
DIVISION TWO	APRIL 25		MARCH 21	MARCH 28	APRIL 9
DIVISION THREE	MARCH 26	APRIL 14		APRIL 23	MARCH 31
DIVISION FOUR	APRIL 2	APRIL 30	APRIL 18		MARCH 19
DIVISION FIVE	APRIL 16	APRIL 4	APRIL 28	MARCH 24	

ployees in a Provident Fund, and but few companies in other lines of industry have done so.

The security offered to employees in the Provident Fund deposits is exceptional. Better, perhaps, than that offered by any financial or investing institution—banks included. The security is two for one at the outset and should increase to a higher ratio, rapidly.

The Medical Service Plan has been completed by the Personnel Department, Los Angeles Railway, with the assistance of Dr. Harlan Shoemaker and others.

Dr. Shoemaker, who has been appointed Medical Director, is one of the outstanding surgeons and orthopedic specialists in America.

Under the Personnel Department for business administration and a Medical Governing Board, of which Dr. Shoemaker is the head, there will operate an approved panel of over 70 physicians and surgeons.

These doctors were selected carefully, because of their abilities, facilities and locations. Many are located near working centers and the homes of employees so that they may be easily accessible.

In arranging the panel, the Personnel Department has included Spanish speaking and Japanese doctors. Colored doctors of ability have also been selected.

Consult medical directories furnished recently for details of using medical plan and for locations of approved physicians and surgeons.

The hospitals which will be used for the present, are: Good Samaritan, White Memorial, Methodist and St. Vincents.

Treatment for "on duty" accidents will be taken care of according to post-employment instructions at main activity centers.

Subscription to membership in the E. B. F. and insurance plans for those now employed will definitely close on March 15, 1930. See bulletin recently posted.

There have been inquiries concerning Wives' Death Benefit now in effect. This function will be carried on by the Personnel Department for the Company so long as employees want it and support it. Subscription will be carried on as heretofore.

It Won't Be Long Now!

Rapid progress is being made by the Engineering Department in removing the rails, ties, stringers and wires on the old 4th Street viaduct which is being demolished to make way for the new structure to bridge the river.

Provident Fund Administrators Take Over Official Duties

At the recent election of Administrators of the Provident Fund, John Collins was elected to the four-year term and J. E. Steenrod to the three-

year term. In March, 1905, he was appointed Inspector and on February 9, 1914, Instructor. On October 1, 1920 he was appointed Supervisor of Safety.



John Collins



Joseph E. Steenrod

year term. The Company's representatives on the Board of Administrators are: G. J. Kuhrts, President; R. O. Crowe, Vice President, Los Angeles Railway; and Bruce H. Grigsby, Vice President, Trust Department, Security-First National Bank.

John Collins was elected by a considerable margin. He tallied 1,846 votes, while J. E. Steenrod, Clerk in the office of the Superintendent of Car Equipment at South Park Shops, was elected for the short term with 1,159 votes.

John Collins needs no introduction to employees of the Transportation Department. He was born in Kingston, New Jersey, and when but a little chap he and his parents moved to Dickinson, North Dakota. There he received his grammar and high school education and later came to the coast. On September 6, 1901 he was employed by the Company as motorman at Division One. When Division Two opened up he transferred to that di-

vision. Here we have the likeness of Joseph E. Steenrod of South Park Shops, who has been elected by voters to fill the three-year term on the Board of Administrators.

Steenrod was born in Clarington, Ohio, where he attended grammar and high school. Later he attended the Scio College at Scio, Ohio, where he graduated with the degree of Bachelor of Commercial Science. He later took a post graduate course and received the degree of Master of Accounts.

He then entered the banking business at the Bank of Clarkton, at Clarkton, Missouri, and was cashier of that institution for four years. He has also been engaged in fire insurance business for the past fifteen years.

Steenrod entered the employ of the Company in the Auditing Department on August 1, 1923. He resigned in December of the same year and was re-employed on March 3, 1924, at South Park Shops.

Veteran Employe Passes

The sudden death on February 27 of Jacob H. Maag, Foreman of Maintenance of Way and Structures, terminates a career of over fifty years in railroad construction work.

Mr. Maag was born in Placerville, California, on March 16, 1859, in the real pioneering days. When but a young lad he turned his attention to railroading. He was one of the eyewitnesses to the joining of the rails uniting San Francisco and Los Angeles by railroad on September 5,

1876, at Lang Station, near Newhall.

From 1882 to 1904 he was section foreman for the Southern Pacific Railroad. On May 31, 1904, he severed connections with the steam railroad and joined the forces of the Los Angeles Railway as Foreman of Maintenance of Way and Structures and had served faithfully in this capacity up to the time of his death.

He is survived by his wife, three sons and one daughter who have the sincere sympathy of his many friends and co-workers in the Company.

Annual Claim Report for Past Year Reveals Increase in Accidents

The annual report of the Claim Department for 1929 reveals a big increase in the number of accidents over the number of 1928, and a corresponding increase in the amounts paid out in claims. However, the average cost per claim for 1929 showed a much lower figure than in 1928.

The number of accidents and the cost to the Company should be of interest to every trainman and coach operator. Below are comparative figures for the years 1928 and 1929, showing increases in every classification with the exception of Altercations and Ejectments, which dropped from 306 in 1928 to 296 in 1929; Passengers Falling From Cars from 58 to 51; Split Switch from 67 to 43, and Miscellaneous from 602 to 535. Here they are, look them over:

	No. of Accidents 1928		No. of Accidents 1929	
	Cars	Motor Coaches	Cars	Motor Coaches
Altercation and Ejectments	306	10	296	18
Alighting From	1,708	30	1,750	65
Boarding	1,917	28	2,045	22
Collision of Cars.....	135		165	
Collision of Motor Coaches.....		18		20
Collision with Autos:				
Car Struck Auto	5,662		6,986	
Auto Struck Car	7,111		7,435	
Coach Struck Auto		358		357
Auto Struck Coach.....		376		466
Collision with other vehicles	142	15	172	10
Collision with Pedestrians.....	309	14	371	13
Damage to Clothing	216	16	220	18
Derailment of Cars.....	52		57	
Employes	719	47	776	49
Falling Inside	451	130	514	96
Falling From	58	4	51	
Split Switch	67		43	
Miscellaneous	602	110	535	71
	19,455	1,156	21,416	1,205
Total.....	20,611		22,621	

The total cost for accidents, both street car and motor coach, during 1928 amounted to \$366,520.51; and for 1929 \$394,667.82. This is an increase of \$28,147.31 or, in foreign money, 450,356 tokens in one year!

This brings out the importance of securing witnesses to accidents, particularly when someone is injured. Lack of witnesses for the Company and a sympathetic jury for the plaintiff is disastrous and costly. A sure remedy for this situation is eternal vigilance by trainmen and coach operators to the hazards of traffic and the "go-gettem" spirit to procure witnesses, should an accident occur.

(Continued from Page 3)

The man on left of dealer begins the bid, the lowest bid being 15. The man making the highest bid makes the trumps. Partners will then lay down their meld and if failing to make their bid, will be penalized the amount of their bid—in other words, go set. Jump bids will be allowed.

The game score will be 120.

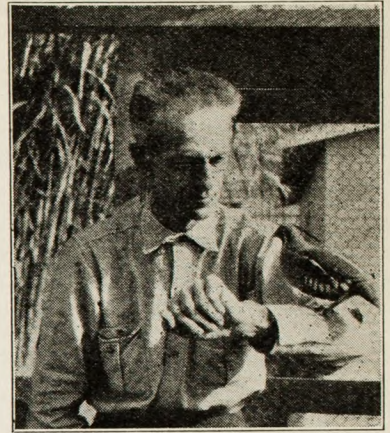
The representatives of the various divisions are as follows: For Division One: Conductor G. B. Capps and Motorman W. C. Morgan; substitutes, Motormen R. A. Baudisch and U. E. Dunn. For Division Two; Conductor T. J. Kelly and Motorman W. D. Billips; substitute, Conductor M. Taylor. For Division Three: Conductor J. O. Murray and Motorman W. H. Brain; substitutes, Conductor G. L. Wynkoop

and Motorman D. H. Young. For Division Four: Motormen T. H. Speed and C. W. Allen; substitutes, Conductor W. T. Haynes and Motorman T. J. Vail. For Division Five: Motormen Jack York and Jim Morton; substitutes, Motormen Bert Cox and R. O. Farmer.

Bob Hill, our Manager of Transportation, very modestly believes that he can beat the winners of the series and hereby proffers his challenge. On the evening of the last contest, he will ask the losers to choose a partner for him to take on the winners. If he loses to them the winners will be taken out to a real dinner at Bob Hill's expense.

So, fans, even if you do not see any spectacular playing during the entire series you are assured of some real pinochle in the challenged game—and how!

Where's The Eats?



Guy Campbell and his mountain quail.

A bird in the hand may be worth two in the bush, but to Guy H. Campbell, of the Schedule Department, a pair of mountain quail in a cage is worth about ten times their value than if they were in the mountain fastnesses.

Considerable study of the care of wild birds has been made by both Mr. and Mrs. Campbell, who reside at 5235 Sierra Villa Drive in Eagle Rock, and they have successfully raised these birds right from the nest. They also have three pair of valley quail and two pair of bobwhites.

The photograph shows what can be done with lots of patience and perseverance in winning the friendship of wild birds. The mountain quail in the picture, together with its mate, are worth \$20. The birds become quite tame when they learn of their source of food supply and who is kind to them.

In due time Mr. and Mrs. Campbell plan to provide accommodations for several partridges, grouse and other members of this bird family.

Division Assignments

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

To Division One: Motormen E. R. Marshall, B. O'Rourke, C. Fisher; Conductor L. L. Batterton.

To Division Two: Conductors P. F. Riessen, J. J. Robertson.

To Division Three: Motormen A. B. Whiteside, J. D. Blackwell; Conductors W. Lewis, J. H. Simpson, R. B. Fletcher.

To Division Four: Motormen L. O. Poteet, J. D. Ledford; Conductors R. H. Duvall, C. V. Bonner; Safety Operator A. L. Marden.

To Division Five: Motormen T. W. Phillips, J. M. Kirkpatrick, H. Van Riper, J. A. Gates, H. C. Dreyer; Conductor W. C. Skinnell.

Complaints Take Big Drop Reach Lowest Level in Months

For the first time since September, 1928, it looks as though trainmen have made special effort to reduce the number of complaints, with the result that the February report indicates some real consideration was tendered the traveling public.

The February report totalled the low figure of 146. For January it stood at 188. This is a reduction of 42.

Discourtesy dropped from 26 in January to 20 in February; Fare and Transfer Trouble from 56 to 52; Starting Too Soon from 23 to 12; Passing Up Passengers from 15 to 12; Carry-ing Passengers Past Stop from 10 to 7; Dangerous Operation from 1 to 0;

Short Change from 12 to 6 and Miscellaneous from 45 to 37.

The figure for September, 1928, was 98 complaints and ever since that month complaints have shown a gradual increase. It will take still more kindly consideration on the part of trainmen before this low figure can again be reached, but the step has been taken in the right direction and it is hoped that the department barometer will drop again.

Fewer Commendations

There were fewer commendations in February than in January. Last month's report showed 50, and for January 54—a decrease of four.

Witness Report Takes Jump

Division Four once again takes the lead in the witness report for the month of February, with Division Three second and Division Five third. The averages of these three divisions are the most encouraging since September 1929; Division Five, in particular, went over the five point for the first time since that month.

Division Two raised its ante over the month of January, but was below its December figure. Division One reached the unprecedented low figure of 4.11. This is the lowest they have gone in years.

The standing of the various divisions together with their averages is as follows:

January		February	
Div. 4	6.09	Div. 4	6.88
Div. 3	5.73	Div. 3	6.08
Div. 5	4.63	Div. 5	5.19
Div. 2	4.60	Div. 2	4.69
Div. 1	4.39	Div. 1	4.11

Another encouraging sign is the downward trend of accidents. For the month of January there were 1511 and for February 1398, or a decrease of 113. January dropped below December by 247 accidents. Keep 'em down, boys!

All's Well That Welds Well



Left to right: Fred Telles, A. W. Curffman, A. A. Carrillo, L. Espinosa. Seated in coach: M. C. Finn, Foreman.

The new welder-de-luxe, No. 107, is one of the latest acquisitions of the Engineering Department that helps to make rides smoother for patrons.

The new welder, technically known as a Portable Welding Unit, was constructed at South Park Shops. It consists of a 400 ampere G. E. motor generator and all the modern appliances necessary for making rail connections or the building-up of rails. Two men can operate either carbon or metal torches at the same time.

Considerable study has been given to the cable reel box at the rear of the truck, with the result that previous trouble with cable becoming ragged, chafed and broken, is entirely eliminated. Only the amount of cable required need be unreeled.

Power is transmitted by a copper

collector ring on the reel and brushes on the interior of the box form a permanent sliding contact. This power is transmitted to the end of the cable on the drum and provides uninterrupted current to the torches.

A new trolley pole has been designed with a flexible contact plate, which can operate without interfering with trolleys of regular passenger cars and so prevent cut-off of power to the generator.

The body is mounted on a White chassis formerly used in motor coach service. There is greater seating capacity for the men and over twice as much storage room for tools and equipment than with the old type. Experiments with this particular unit proved so successful that welder truck No. 5 has been rebuilt upon similar lines.

Passes Suddenly

The many friends and co-workers of George W. Smith, Traffic Man, were shocked to hear of the sudden death of his beloved wife, which occurred on February 26th. Mr. Smith is considered an old timer in traffic work and his large circle of friends express their deep sympathy in his bereavement.

Allinikov Fatally Injured in Auto Accident

A tragic automobile accident at the corner of Florence Avenue and Main Street snuffed out the life of Noah Allinikov on Sunday, February 9th.

Allinikov will be remembered by thousands of trainmen as a member of the Hawaiian String Quartet of the Company. He was employed as trainman on January 20, 1925 and resigned on November 9, 1927. He was reemployed on January 7th of this year and resigned to again take up the musical profession on January 22nd.

He leaves his wife and three little children, Eva, five years; Jeannette, three; and Ruth, one year, who have the sincere sympathy of his many friends in the Company.

Square and Compass Activities

At the last stated meeting of the Square and Compass Club held in the Masonic Temple February 15th, six initiates were put to the test and duly admitted to membership in the club.

LADIES NIGHT—MARCH 15th

The next regular meeting of the Club will be held on Saturday, March 15th in the Masonic Temple. This occasion will be known as "Ladies Night" and members and their families are invited to be present as a delightful program of entertainment is planned. There will be refreshments after the vaudeville.

The Third Degree Team, under the direction of J. H. Sheridan, conferred the Master Mason Degree on W. Nolf and F. Nolf, brothers and mechanics at the Garage, in Jordan Lodge on February 18th. Several members of the Club were present and the Garage was well represented.

Before one of the largest gatherings in many months, the Degree Team conferred the Master Mason Degree on Oscar T. Elrod, Assistant Chief Instructor, in Henry S. Orme Lodge on February 20th. Following the ceremony, delightful entertainment and tasty refreshments pleased the hundreds that thronged the ballroom.

The Degree Team, with the assistance of several Club members, conferred the Master Mason Degree on Supervisor H. M. Farr, of the Operating Department, in Sunnyside Lodge on February 24th. Notice of this ceremony came a little too late for a number of the members to be present.

Members are requested to bear in mind the date of Saturday, March 22, when four employes of the Company are to receive the Master Mason Degree in South Park Lodge. The ceremonies will commence at 2:30 p.m., with a pause at 6:30 for dinner. This will undoubtedly be a real Los Angeles Railway day and Club members who cannot attend in the afternoon are urged to make plans to attend the evening sessions.

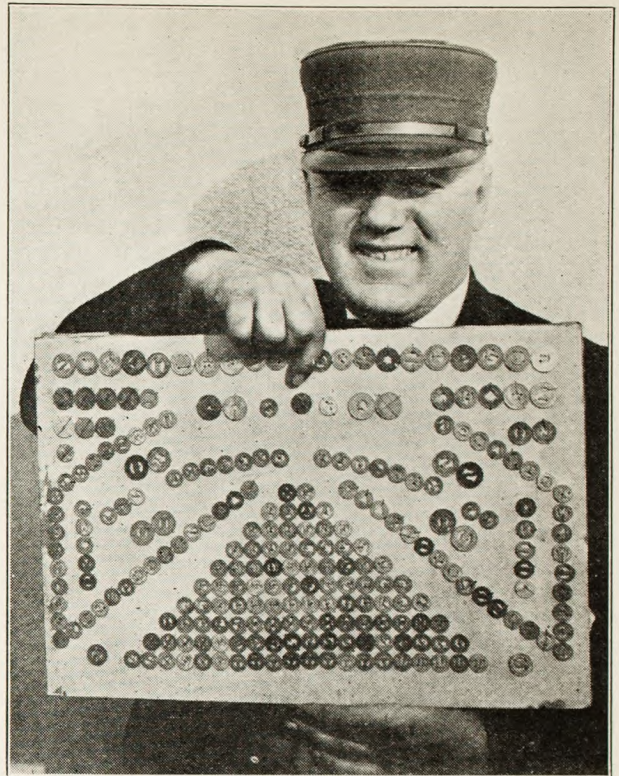
EXPRESSES GRATITUDE

"I wish to take this opportunity to express my grateful appreciation for the kindness shown me by the Los Angeles Railway during my past twenty years of service, and for the respect which is being shown me at the time of my retirement. I can hardly find words to express my feelings of gratitude to my superiors and coworkers.

"With respect and best wishes for those who carry on, I remain,

C. A. Jertberg".

Conductor
R. W. Dunn
and
his
collection
of
foreign
tokens



Conductor R. W. Dunn of Division Five firmly believes that Los Angeles is very much a tourist city. His belief is substantiated by the fact that his collection of two hundred and sixty different tokens is made up largely of those that have passed through his fare box.

Ever since our Company has been issuing tokens for transportation, many visiting patrons have been under the impression that tokens from their home towns are acceptable if slipped in the fare box quick enough. And so Conductor Dunn discovered that our fair land of the "brave and thirsty" has more coins with fancy designs and holes than can be found in the grille work of a Chinese pagoda.

As will be noticed in the center group of tokens the alphabet as used by the different cities is carried out. The dark tokens are of copper color.

Although practically all of the tokens are of recent issue and have been collected since our Company has been issuing tokens, Dunn is pointing to one that is of historic interest and value. It is a token used on the Oakland and Fruitvale Line in 1871. It is a copper coin and has the year stamped on it.

The ride value of the various tokens ranges from six and one-quarter cents to one dollar. The one dollar round trip token is a coin issued by the Oriole Motor Coach Company of Pennsylvania.

Conductor Dunn has additional tokens at home which he is planning to

mount on a new board, making his total collection 260 tokens.

True to his name, Dunn is not done looking for tokens. He is in the market for exchanges or purchases of foreign tokens, and hopes to increase his collection to four hundred within a short time.

Girl Basketeers Still Undefeated

With brilliant teamwork on the part of each player on the Girls' Basketball Team of the Auditing Department, this aggregation is out to maintain their lead in the league by defeating every team they play.

The contests are being held on Tuesday evenings at the Echo Park Playground before a large number of enthusiastic fans who throng the balcony and side lines.

For the past month the Larys have scored as follows:

February 4th, Larys 26, Desmonds 13.

February 10th, Larys 43, Barker Bros. 12.

February 18th, Larys 30, Leaders, 12.

February 25th, Larys 37, Santa Fe 5.

There are only a few more scheduled games of the series so all who are interested in basketball are urged to be present to help put the Larys over the top.

Past Year Shows Big Work Program

With the figures now available, the year 1929 shows a considerable amount of work done by the Engineering Department.

Over 17.5 miles of single track were reconstructed at a cost of approximately \$800,000.00. The work required the use of 3,200 tons of 116-pound girder rail, 55,000 creosoted ties, 35,000 tons of crushed rock, 92,400 drain tile, and 900,000 square feet of paving. Approximately \$80,000.00 was expended for repairs to paving and \$200,000.00 for new paving.

The largest track job of the year, and one of the largest in the history of the Company, was the reconstruction of 116-pound girder rails, with standard equipment, on Main Street from 12th to Jefferson. This job cost approximately \$150,000.00.

One hundred and thirty-three miles of single track overhead were renewed, which required 353,531 pounds of copper trolley wire; and 16,320 pounds of 1,000,000 and 600,000 CM feeder cable were used in connection with feeder work. Feeder and H. P. lines vertical and horizontal construction during the year cost approximately \$70,706.00.

Twenty-five layouts of special work were renewed, the largest being 2nd and Spring, at a cost of over \$20,000.00. Fourteen new coaches, 15 automo-



We would like to introduce to you Forrest, age 7 and Carolyn, age 5, children of Foreman Doyle Rishel of the Garage.

New Rail On 7th

The Engineering Department is busy reconstructing track on 7th Street from Figueroa to Bixel with 116-pound girder rail and standard equipment.

biles and 6 new trucks were added to our present fleet at a total cost of \$259,644.00. Total mileage for the year was 7,398,324 miles; and 1,517,144 gallons of gas and 23,540 gallons of oil were consumed.

Our South Park Shops, with a pay roll of over \$1,111,300.00 annually, report that 1,090 cars went through the Shops for various repairs and overhauling. At the divisions there were approximately 1,000 cars maintained for daily service.

Sixty-three motor coaches were overhauled and 19 autos were repaired and repainted. The total number of 3,766 Store Orders on the Shops were completed and 121 Work Orders were finished. It required 751 Master Mechanic requisitions for special material and the checking of 47,570 inspection cards.

The Motorman's Psalm

(Motorman A. L. Sherman, Div. 2)

My Conductor is my Shepherd;
He maketh my day like a song, or
like the wailing of a lost soul;
I shall not go ahead until he giveth
me the two bells.

He warmeth my soul when he giveth
me the bells promptly;

Verily, I go down into the depths of
despair when he tarrieth for a
lagging passenger;

Until the signal has turned and I see
red.

He is my buddy the other half of my
soul;

When he grabbeth the other half of
the fender and helpeth to make a
quick get away.

He giveth his signal snappily at the
railroads,

That I shall not be caught by a train
and forty-eight loaded tank cars,
When we are caught in the traffic by
a wild Ford and our steps ripped
asunder,

He grabbeth the witness cards and
goeth forth to gather wisdom.

When our day's work is over and we
depart to our separate domiciles.
I raise up my voice, Oh Lord, and
pray that he maketh not a miss-
out.

Oh Lord, I pray thee, grant me my
perfect helpmate unto the end of
my time,

And that no other with more seniority
bumpeth him from off my run
I pray Thee.

That my days be filled with peace and
the understanding that my help-
mate

Will cause the passengers' faces to
shine with his courteous treat-
ment.

And that together we shall give effi-
cient service, yea, verily, until the
end of time.

Charlie Pelsue's Father Passes

Charles W. Pelsue, father of C. E. Pelsue, Dispatcher, passed away on February 6th after attaining the ripe age of 87 years.

Mr. Pelsue was born August 8, 1842 in the Green Mountains of Vermont. He enlisted in the Army on April 10, 1862 and served as corporal in the Ninth Missouri State Militia Cavalry. He and his three brothers went safely through the war.

On February 21, 1866 he married Jennie M. Conger and on the 21st of last month they would have celebrated their sixty-fourth wedding anniversary. He served as postmaster at Centralia, Mo., for eight years.

Mr. and Mrs. Pelsue moved to St. Louis in 1904 and in September, 1920 they came to California. He was a member of Stanton Post, G. A. R. of Los Angeles.

He is survived by his wife, three children, ten grandchildren and eight great-grandchildren.

The condolences of his many friends are extended Dispatcher Charles Pelsue in his hour of bereavement.

Get Your New License

All automobile drivers' licenses issued between January 1, 1927, and August 14, 1928, were automatically cancelled February 28th when the State Division of Motor Vehicles ordered issuance of new permits.

"Motorists displaying the old drivers' licenses will be subject to arrest," said Frank G. Snook, chief of the division. "We are issuing the new permits as quickly as possible."



Two big bad men of the great open spaces, Richard, age 5, and Raymond, age 4, sons of Conductor-Line Instructor R. E. Cleland of Division Two.



Mary Watts



Van Jay: I wish I could find out just how many relatives I have here on this earth.

Van Puf: Why, that's the easiest thing in the world—just buy a summer cottage.

"Do you wish the court to understand that you refuse to renew your dog license?" asked the judge.

"Yes, your honor, but—"

"We want no 'buts.' You will be fined. You know the license has expired."

"Yes, but—so has the dog."

Contractor: "Do you think you are physically fit for hard labor?"

Applicant: "Well, sor, some of the best judges have thought so."

She: "You remind me of the wild sea waves."

He: "Oh, because I am so reckless and unconquered?"

She: "No, because you are all wet and you make me sick."

Irate Parent—"I'll teach you to make love to my daughter, sir."

Young Man—"I wish you would, old boy, I'm not making much headway."

Mistress: "Can you explain why it is, Mary, that every time I come into this kitchen I find you reading?"

New Maid: "It must be those rubber heels of yours, mum."

Judge: Now, James, I shall expect you to support your wife and twin babies faithfully from now on.

James: But, Judge, you ain't heard all my side of the story. One of them twin babies ain't mine.

Young Knut: "I say, waitah, nevah bring me a steak like that again."

Waiter: "Why not, sir?"

Young Knut: "It simply isn't done, old thing!"

The owner of a cheap watch brought it into the jeweler's shop to see what could be done for it.

"The mistake I made, of course," he admitted, "was in dropping it."

"Well, I don't suppose you could help that," the jeweler remarked. "The mistake you made was picking it up."

Householder (hearing noise downstairs): "Who's down there?"

Burglar (with great presence of mind): "This is station KDKA now signing off until tomorrow morning at eleven o'clock. Goodnight, everybody."

Man: "Say, conductor, can't you run any faster than this?"

Conductor: "Yes, I can, but I have to stay with the car."

In a certain western town, a beautiful chorus girl sued a rich banker for breach of promise and was awarded \$50,000. Just as she was leaving the court she was hit by an automobile and sustained eight broken ribs. The same judge awarded her \$500.

MORAL: Never break a woman's heart—break her ribs.

Then there was the Scotchman who ordered asparagus, and actually left a tip.



RAILWAY TERMS:
A LONG LAYOVER

Classified advertisement in a Chicago newspaper: "Large and high-grade cemetery has opening for high-grade man of executive ability. Permanent and very attractive proposition."

Nayber: "What gave you that black eye?"

Smith: "The Fireless cooker."

Nayber: "Impossible!"

Smith: "That's what I thought until I tried to fire her this morning."

"Now," she asked, "is there any man in the audience who would let his wife be slandered and say nothing? If so, stand up."

A meek little man rose to his feet.

The lecturer glared at him. "Do you mean to say you would let your wife be slandered and say nothing?" she cried.

"Oh, I'm sorry," he apologized. "I thought you said slaughtered."

Maid: "While you were gone, ma'am, your little Willie swallowed a bug, but don't worry, I had him take some insect powder."

Traveler: "Porter, I want to be called at 5 o'clock in the morning."

Porter: "Boss, Ah guess you'all ain't acquainted with these heah mode'n inventions. See this heah button, heah? Well, when you'all wants to be called, you jest presses dat button, a' we comes an' calls you."

Visitor (at private hospital): "May I see Lieutenant Jones, please?"

Matron: "We do not allow ordinary visiting. May I ask if you're a relative?"

Visitor (boldly): "Oh, yes! I'm his sister."

Matron: "Well, well! I'm very glad to meet you. I'm his mother."

A man was told by his doctor that if he laughed 15 minutes every day before meals his condition would improve.

One day in a restaurant, while having his laugh, a man at the opposite side of the table walked over and said angrily, "What are you laughing at?"

"Why, I am laughing for my liver," he replied.

"Well, then," said the other, "I guess I'd better start laughing also. I ordered mine half an hour ago."

Here is a California rancher's very effective notice:

"Trespassers will be persecuted to the full extent of 2 mean mongrel dogs, which ain't never been ovarly soshibil with strangers, and 1 dubbled barelt shotgun, which ain't loaded with no softpillers. Dam if I ain't tired of this hel raisin' on my property."

The Doctor: "And if he loses consciousness again, give him a teaspoonful of that brandy."

The Patient's Wife: "While he's unconscious? Oh, doctor, he'd never forgive me!"

"Are mine the only lips you have ever kissed?"

"Yes, darling, and the nicest."

A hunter was showing off his collection of trophies to a group of visitors. He was rapturously explaining how he acquired the various exhibits.

"See that elephant?" he said, "I shot it in my pajamas."

"My gosh," murmured the flapper, "how did it get there?"

"Why all the bandages on Jones' head?"

"Rotten bridge."

"Break through?"

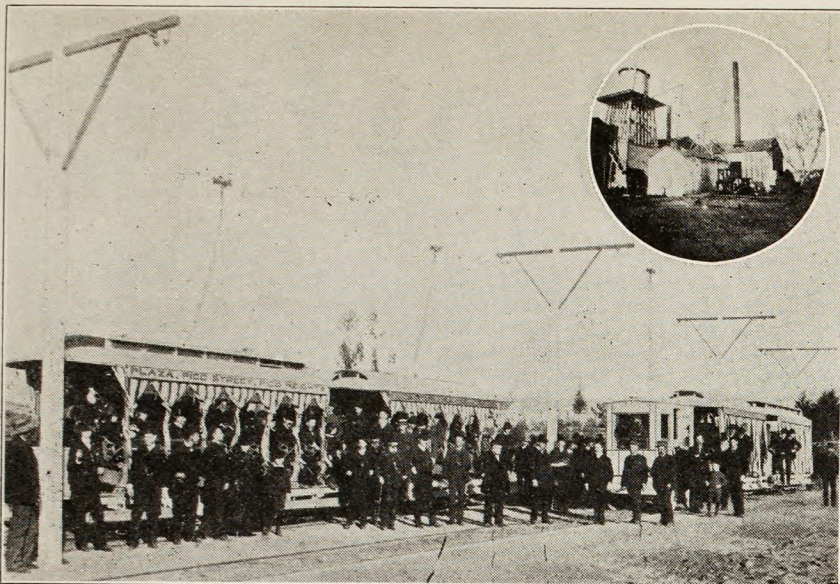
"No, trumped his wife's ace."

Hartley: "Remember that glorious patriot who said, 'Don't give up the ship.' That's the spirit, isn't it?"

Blumberg: "Vell, I don't know; how much vas he offered for it?"

Mrs. Henpeck (sarcastically): "I suppose you've been to see a sick friend—holding his hand all evening!"

Mr. Henpeck (sadly): "If I'd been holding his hands I'd have made some money."



This picture was taken on July 3, 1888, at a switch point on Pico Street just east of Alvarado, with officials of the Pico Street Electric Railway giving the properties the once-over. Insert is the power house station that served both Maple Avenue and Pico Street Lines. It was built in 1886 at 10th and Maple and served during the short life of the electric lines. It was dismantled in 1895.

Romance of The Rails

By E. L. LEWIS

(Eleventh Installment)

The first application for a franchise to build an electric railway in Los Angeles was applied for by Col. Charles H. Howland on December 23, 1885. This asked for the privilege of building lines on Los Angeles Street from the Plaza south and over private right-of-way to the southern city limits; also on Seventh Street and on Pico Street to the western city limits. The franchise was secured and became effective January 29, 1886.

The County Board of Supervisors also granted Col. Howland a franchise for an electric railway line from Hoover (city limits) and Pico Streets west one and one-half miles, effective August 5, 1886.

This line was promoted by a group of real estate operators who laid out the Electric Railway Homestead Association Tract, which was bounded by Vermont Avenue, San Marino, Serano and Pico Streets. G. J. Kuhrts, now President of the Los Angeles Railway Corporation, at that time had a job with the firm of surveyors who surveyed this tract. A short time before the tract was placed on sale, a building downtown was rented and a lottery held to determine the order of choice of lots in this tract. The promoters of this sale made no street improvements,—that was left for the purchasers to do later. The lines of each street were shown by a furrow plowed

on the sides, and the corner stakes of the lots.

At the time the car line was opened the tract was put on sale, and Mr. Kuhrts was the representative of the engineering firm on the tract with maps. Investment fever was at such a high pitch the tract was practically sold out the first day, and probably would have been completely sold had not certain choice-number-holders failed to arrive and thus delayed the others in making their selections.

The construction of the line was

pushed during 1886. From newspaper items it appears that a great deal of difficulty was encountered in securing the delivery of material, machinery and cars.

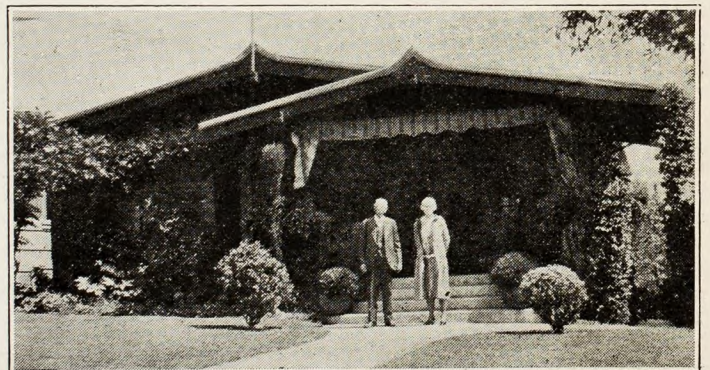
The Power Station was built on a lot on the east side of Maple Avenue, now known as No. 1032. At that time Maple Avenue was a private right-of-way.

Operation was started at 1:00 p.m. on January 4, 1887, from the west side Main Street to Pico and Harvard Boulevard, with the Mayor, Wm. H. Workman, at the controller of the first car, assisted by the City Council and the city officials. No trouble was encountered except a stall on the grade from Burlington Avenue to Westlake Avenue. This was overcome by making the load walk up the grade.

This was a single track, broad gauge line. The Daft electric system was used, consisting of a special motor car, on which no passengers were carried, and a trailer. Two trolley wires were used—one to take current from the power station and the other to return the power. This overhead line was so constructed that the connection was had by a four-wheel carriage that traveled on top of the wire. An insulated wire cable was run from this carriage down to the motor. (The trolley pole had not been invented at that time.) A great deal of grief resulted from this method of connection with the trolley wire as frequently this carriage bounced off its track and became a destructive agent to the overhead work.

(To be continued)

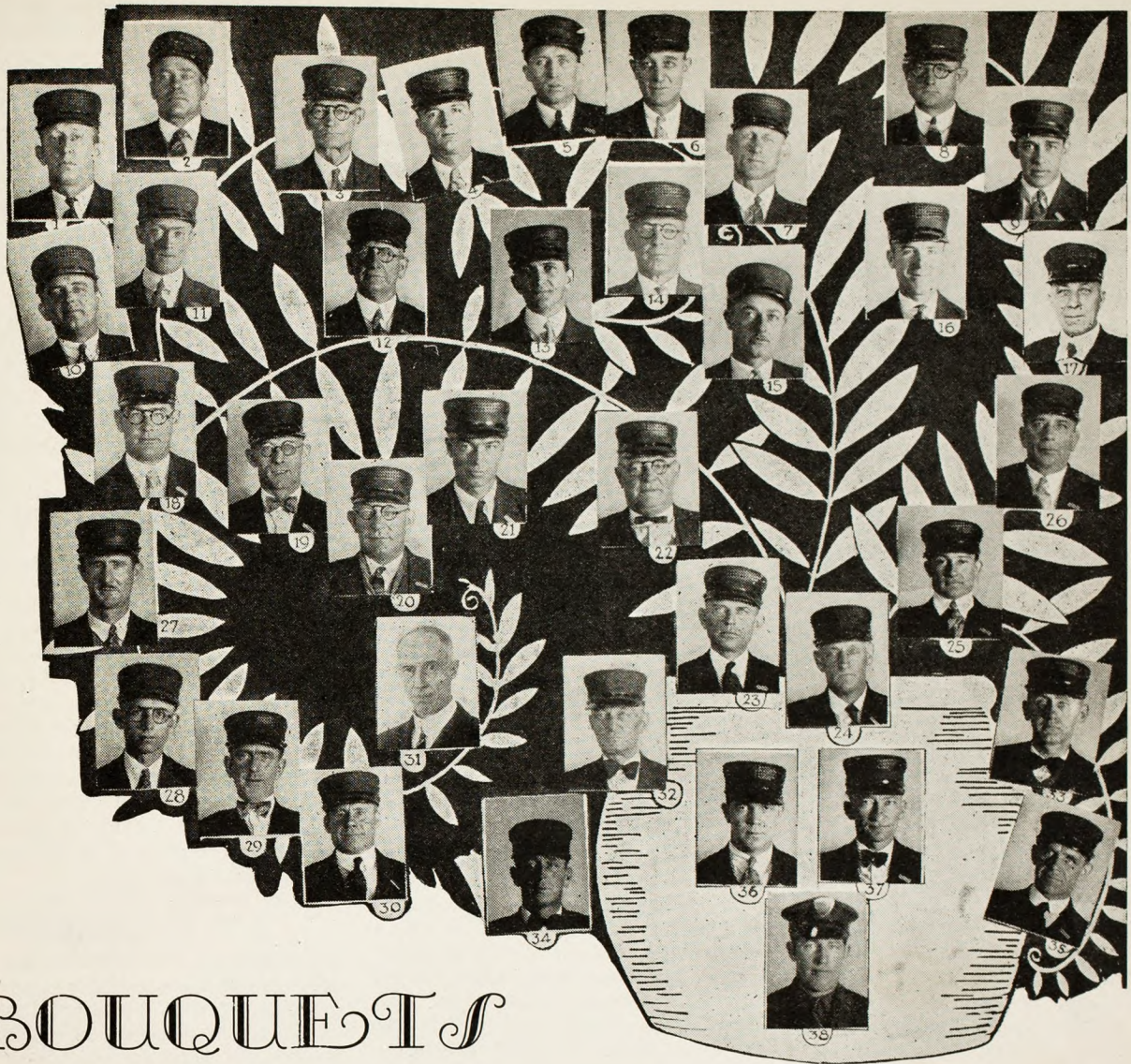
The Baileys and Their Bungalow Home



This picture was taken at 2828 Idell Street and is the home of W. O. Bailey, formerly a conductor at Division Three, but now busily engaged at a San Fernando and Santa Fe railroad crossing where he manipulates the green flag of safety in order that his fellow workmen and their thousands of passengers may be protected from possible accidents. The figures in the foreground are Bill and his estimable wife. Their California bungalow and

the premises adjoining are certainly well kept and a credit to the neighborhood.

Bill, as he is familiarly known to his many friends, entered the service June 15, 1906, and on account of ill health was transferred to a position as Flagman in 1923. Always dependable, his record card shows no miss-outs and is also free from anything but credits.



BOUQUETS

For (1) Motorman L. C. Cummings of Division One from Garratt Smith, who states as follows: "On the evening of January 14th this motorman operated his car in the rain and at least ten times on the trip averted collisions with automobiles and pedestrians by his concentration on the tracks ahead and constantly wiping his windows".

For (2) Conductor L. E. Adkins of Division One from K. A. Lunt, who states in part: "The agreeable and pleasant manner in which this conductor carries on his work and the careful and courteous treatment extended to elderly people and children is very noteworthy and I feel he should be commended for his splendid efforts".

For (3) Conductor C. Q. Hewitt of Division One from Robert E. Paulsen for handling trying situations in an intelligent and tactful manner.

For (4) Conductor M. W. Burnam

of Division One from Mrs. George T. Seymour for courtesy.

For (5) Motorman H. B. McPheters of Division One from Herbert M. Trowbridge, who writes in as follows: "As the car approached the middle of the block there was an old lady on a crutch who was walking in the street with her back to the car and partially on the car tracks. It was evident she did not dare to cross the street to the sidewalk as the auto traffic was very heavy. Your motorman did not bang his bell at her as some would have done, but stopped his car quietly at a safe distance behind her, got off the car and went to her and gently led her safely through the traffic to the sidewalk, and did not leave her until he was sure she was over her fright and able to proceed by herself."

For (6) Conductor F. J. Canning of Division One from Ralph Downer, Assistant Secretary, Los Angeles Wholesalers' Board of Trade for keeping the

safety of his passengers in mind in the operation of his car.

For (7) Motorman A. A. Johnson of Division Two from Mrs. F. F. Stetson for his kindly consideration.

For (8) Conductor L. T. Staten of Division Two from Ivy L. George for the efficient manner in which he handles his job.

For (9) Motorman H. H. Morgan from Mrs. Louis Brannies for being cheerful and courteous.

For (10) Conductor H. E. Schultz of Division Two from J. P. Bancroft for his kind and courteous treatment of patrons.

For (11) Conductor C. O. Boyd of Division Two from M. E. Eldridge, D. C., for his cheerful manner and desire to help.

For (12) Conductors S. J. Riggs and (13) J. E. Bohler, and (14) Motorman H. Pemberthy, all of Division Three from Ella M. Kennedy for their kind-

ness and consideration. Miss Kennedy states in part as follows: "This kindness is particularly appreciated because one can see it comes from the heart and is not done just as a part of their work".

For (15) Conductor L. J. Polansky of Division Three from Mrs. H. C. Wopperman for his good judgment in handling difficult situations.

For (16) Conductor R. G. Monahan of Division Three from G. C. Stillman for being accommodating and efficient.

Conductor Monahan is also commended by D. R. McClure, Jr., for his cheerful manner.

For (17) Conductor J. C. Phillips of Division Three from Genevieve C. Wilson for his uniform cheerfulness and courtesy.

For (18) Conductor B. S. Moore of Division Four from Nurse Miriam Jean Rollins for his kindly consideration for others.

For (19) Motorman L. L. Leasman of Division Four from Mary McMillian for courtesy.

For (20) Motorman A. F. Kiefer of Division Four from Herman Silverman for his quick action in averting a collision with an automobile that attempted to beat the street car at the crossing.

For (21) Conductors M. B. Assell and (22) A. C. Freeman, both of Division Four, from G. Matthews for their efficiency.

For (23) Conductor C. E. Robison of Division Four and (24) Conductor B. F. Blazer of Division Five from M. A. McMasters for being courteous and accommodating.

For (25) Conductor W. M. Vaughn of Division Four from Nurse Miriam Jean Rollins for his courteous action when dealing with a rude and thoughtless patron.

For (26) Motorman A. J. Hester of Division Four from Betty Steinberg for looking out after the safety of his passengers.

For (27) Conductor W. O. Smith of Division Four from Nurse Miriam Jean Rollins for being good humored and kind.

For (28) Conductor W. T. Gunn of Division Four from Mary F. Stout for his efficiency in handling his job.

For (29) Motorman R. A. Knudson of Division Four from R. C. Evans for his kindly consideration of all those who ride his car.

For (30) Conductor J. Howarth of Division Four from G. Matthews for his pleasant manner.

Conductor Howarth is also commended by Nurse Miriam Jean Rollins for being courteous and thoughtful.

For (31) Conductors J. W. Allen and (32) W. P. Durbin of Divisions Three

and Five respectively, from Mrs. M. V. Halsey for their courtesy and kind attention.

Conductor Durbin is also commended by N. Stockdale, who states in part: "He is a type of man you can't forget. Always courteous, cheery, ready to help someone on or off the car, and always has a pleasant word for everyone."

For (33) Conductor R. J. Planter of Division Five from Jack P. Whelan for being courteous and obliging.

For (34) Motorman O. Schoff of Division Five from George H. Ellis for courtesy and efficiency.

For (35) Conductor J. Turvey of Division Five from Mrs. A. K. Beltzhoover for looking out after the safety and comfort of his passengers.

For (36) Conductor G. S. Jones of Division Five from Miss Mary J. Warner for his courteous treatment to patrons.

For (37) Conductor R. H. Manning of Division Five from May Noakes for courtesy.

For (38) Operator L. F. Miller of the Motor Coach Division from Mrs. M. J. Selig for courteous and kindly consideration of patrons on his line.

His Smile

An operator stopped his car and smiled.

"It was a smile with all the radiance of a beaming morning sun. It was a smile that a woman in the street remarked about and described as full of kindness and good wishes and all those other little things that soften the world and make life worth living.

"He waved his hand to pedestrians in the street intersections to cross. The smile and the hand wave meant that he would wait.

"They were of untold worth in the volumes they spoke to those on the street. And they were worth as much to the feelings and future of the operator who is smiling his way through the crowds and the snarls and battle of life in the street."—From a Car Rider.

For Sale

Axminister Rug—Sanford Beauvais, 8 x 10. Good condition, \$15. 2328 Redondo Blvd., Los Angeles.

Complete Course in Accounting—"Study Law or Accounting at Home" Walton School of Commerce. \$10. Also La Salle Extension University. Complete Course in Law, 14 volumes, \$10. In new condition. L. J. Ryan, 1002 Los Angeles Railway Bldg.

Elgin Watch—19 jewels, 5 positions. Lever set. \$24. G. G. Scott, 1215 W. 40th Place.

Larys Finish Fifth in First Half

With the close of the first half of the scheduled basket ball games of the Municipal League of the Playground and Recreation Department, the Larys of the Motor Coach Division dropped to fifth place as a result of their game with the Hipolito Screen Company, on February 24th, which ended with a score of 43 to 31 in favor of the screeners.

The Larys met and defeated the George Belsey Company on February 10th with a score of 19 to 17, but on February 17th the "1630 Club" turned the tables on the Larys to the tune of 23 to 11.

The standing of the teams at the end of the first half of the league is as follows:

	Played	Won	Lost	Pct.
So. Cal. Tel. Co.	6	6	0	1.000
"1630 Club"	7	6	1	.857
Hipolito Screen Co.	7	5	2	.714
Pacific Mutual	7	4	3	.571
Lary Motor Coach	7	3	4	.429
Geo. Belsey Co.	6	2	4	.333
Joannes Corp.	7	1	6	.143
L. A. M. C.	7	0	7	.000

The second half of the series commenced February 3rd. Two games a week are scheduled and a championship playoff is planned at the termination of the series.

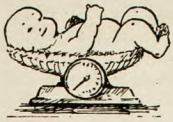
A Fishy Problem

George Link, Chief Clerk to the Manager of Engineering, has a goldfish problem. If this species of the finny tribe could only sprout legs like a polliwog, the solution would be easy. They could take a stroll around the pond after the water had seeped through. But a serious calamity faces his 18-carat fish owing to George's inability to secure waterproof cement. Little did he comprehend the hazards of constructing an outdoor aquarium. For three months of ceaseless labor, great mental stress, etc., ad lib., in digging the hole for a pond, it still remains just a waterless hole with a complete cement lining.

George has been open to suggestions, wise and otherwise, for some time, but if the proper solution does not soon present itself, it is feared the fish resort will become an incinerator hole.

To escape criticism, do nothing, say nothing, be nothing.

"Knowledge cannot be stolen from us. It cannot be bought or sold. We may be poor and the sheriff may come and sell our furniture—and leave us homeless and penniless, but he cannot lay the law's hand upon the jewelry of our minds."



Births

C. E. Culver, formerly Secretary to the Huntington Land and Improvement Company and now with the Legal Department, is the proud daddy of twin baby daughters, Charlotte and Charleen, who announced their arrival on February 23rd. Mother and babies are doing nicely and we offer our congratulations.

* * *

Conductor M. M. Aufderheide of Division Four announces the arrival of a baby girl February 22nd. Weight, eleven pounds. They named her Fern Adelle. Mother and baby just fine.

* * *

The cigars at the Foreman's office were occasioned by the arrival of a seven and three-quarter pound baby boy on the 23rd to Mr. and Mrs. William Craig. Bill says that owing to the fact that William Lee's arrival was one day later than Washington's birthday he may not make a president out of him but is going to bring him down to the Garage soon to break in on cylinder heads.



That wiley young rascal, Dan Cupid, has been doing some sharpshooting around the General Offices during the past month, for he pierced two hearts with one well directed shot from his trusty bow. A very pretty wedding was conducted on February 21st when A. O. Adams, Tax Agent of the Huntington Land Company, and Miss Bee Ringo of the Auditing Department were united in marriage. The ceremony was conducted at the home of the groom's daughter, Mrs. Margaret Johnson of San Pedro, in the presence of immediate members of both families. The happy couple spent their honeymoon at Catalina Island.

Both Mr. and Mrs. Adams are very well known at the General Offices, as Mr. Adams has been a prominent figure with the Huntington Land Company for many years, and Mrs. Adams has been with the Auditing Department since August 9, 1923.

Best wishes for abundant happiness in their matrimonial venture have been expressed by their many friends.

* * *

The Garage congratulates Mr. Floyd Noff, Assistant Foreman of the Third Shift, who was married the evening of February 15th to Miss Ruth Miller of this city. A quiet wedding was held at the home of the bride's

sister in Glendale, with only a few immediate relatives and friends present. The ceremony was followed by a light supper and the happy couple departed for a four-day trip to parts unknown. They are at home now at 4608½ South Van Ness Avenue, with a real honeymoon trip planned for this summer.

* * *

Motorman E. L. Hall of Division Five was happily married to Miss Verna Lee Johnson on February 17th. Good luck to you, folks.

* * *

The "13th" bogey doesn't mean a thing in the life of Motorman George McCollum of Division Five, for the 13th of February saw him walking up to the altar, where he took unto himself a wife. Congratulations, Mac.

* * *

Arthur Gerrard, handsome bachelor-electrician at South Park Shops, fell before the fatal darts of Dan Cupid and spent the week-end of February 22nd honeymooning in our big city. We wish to thank the happy groom for the cigars and to express our hearty congratulations and best wishes.



Division One

H. N. COLE

Regardless of the earmarks of antiquity, this is a true story. Conductor P. A. Beaufoy was taking a little smoke on the front section of the car while awaiting the time to go. He had his cap in one hand and a cigarette in the other and when he saw someone coming to board his car, he tossed his cap out of the window and placed the cigarette on his head.

Several months back Conductor A. G. Rex picked up a twenty dollar bill off the street and turned it in and a few days ago it was returned to him. That is the reason he came skipping down the room all smiles.

Don't leave your overcoat in your machine, even if it is locked. This is advice from Conductor Curly Adams. He locked his perfectly good coat in his car while he and the wife were eating a lunch, and Mr. Thief simply sliced the rear curtain and the rest was easy. Conductor Adams has a new topcoat now.

Motorman J. N. Smith recently purchased a pair of glasses that served for reading as well as for distance. That night on his way home he evidently got all mixed up, anyway, he saw his street too soon and left the street car about eight blocks too previous. Now he puts his glasses in his pocket when he starts home.

For the next month or two Conductor H. I. Frey will have an opportunity to learn all about housekeeping, as Mrs. Frey has been called to Indiana on account of the death of her father.

Conductor E. S. Lee, who has been working traffic part time, is now a full-

fledged traffic man, having recently been placed on the regular list.

Instructor W. E. Snell came rushing in on January 22nd and announced that he was a grandfather, a fine little granddaughter having arrived on that day.

Conductor A. F. Steiner is now a full-fledged dancer. He recently graduated from a first-class dancing school, and is now prepared to execute anything from the old time dance to the latest and most intricate step.

Conductor A. Haley was the victim of an automobile accident on February 2nd in which his machine was turned over three times. Haley came out alive but was all bruised up and it required about two weeks to get back in shape for work. His machine was a complete wreck.

Division One has lost one of its most popular conductors. That tall, good looking guy, Conductor H. B. Webb traded with J. M. Walker of Division Four. Conductor Walker is an old Division One boy, and all of us are very glad to have him back again.

Motorman Nate Robinson, who has been spending about sixty days somewhere in the sticks, has returned and is back on the job. His appearance indicates a great improvement in health,—full of pep and everything.

St. Louis is the destination of Conductor J. T. Matheny, who left a few days ago on a ninety days' leave.

After a week at home on account of illness, Conductor J. M. Hunsaker is back with us and rarin' to go.

A lady heavily laden with suitcases was assisted on the car by Conductor W. D. Hanley. She was profuse in her thanks and suggested a tip, which Hanley naturally refused, so she fished out two dimes and a nickel and dropped them in the fare box, and said, "There, now, I feel better."

The sick list still contains the names of Motorman R. T. Steelow and Conductor E. L. Ayers, both of whom have been ill for more than a month.

At this writing we have on the sick list: Conductors J. H. Stanley, A. A. Lithgow, T. D. Innman and E. Shaw; Motormen E. S. Day and J. M. Click.

Motorman-Line Instructor T. C. Jones has just finished up a student and turned him over to the tender mercies of the conductors; and Instructors L. Burnett, M. D. Anshutz and L. G. Nethersole each are busy imparting their knowledge of how to operate the front end of a car to three handsome young men.



Division Two

H. F. NELSON

We were very sorry to hear of the death of Motorman F. M. Wilson, who passed away February 15th at the Marine Hospital at San Diego. He was given a military funeral at the Soldier's Home at Sawtelle.

Motorman George Schultz spent several days last month entertaining relatives from Phoenix, Arizona. He showed them all the interesting sights in town and when they were all ready to return home he decided to make the trip with them.

Motorman R. D. Hawley secured a ninety-day leave to enable him to try out the Police Department at San Pedro.

Motorman B. A. Whalley was in the other day and handed in his resignation as he had decided to stick with the Fire Department. His new line of work must be agreeing with him as he looked fine.

Work being a little slack at Vernon Yards, Motorman B. L. Rodefer and E. J. Barey were returned to the Division and placed in passenger service temporarily.

Not wishing to forget all he knew, Conductor S. G. House is working an after-noon tripper together with his work at the Lost Article Department. Sam has been working in that department for several months.

Anyone wishing to dispose of any useless articles might get in touch with Conductor W. W. Fraser. He purchased a nice large bone, which was wrapped up in a fancy box, from Motorman L. P. Holden for the price of a couple of packages of cigarettes.

Motorman E. W. McCabe is again back to work after being on sick list for about two months with a rheumatic hand and wrist.

Here's another good man back to work. Conductor M. B. Whitaker is working trippers for the present. He was off sick for three months and seems real happy to be back to work for part time.

We wish to extend our sympathy to Conductor A. B. Dial, whose father passed away last month.

Conductor H. Cannon is still at the Sawtelle hospital, and is getting along fine.

Another old timer is back with us again. Conductor Jesse James Robertson has returned from Texas and is gracing the bottom of the extra list.

Conductor W. B. Herman has been making regular trips to see his dentist, and each time he leaves his office he is minus a few more teeth, only a couple more left. When they are all gone he expects to be able to return to work.

Motormen D. V. Lewis and R. A. White spent several days on the sick list the latter part of last month.

Conductor E. Bailey took a weeks rest to finish up the month.

Conductors R. L. and J. J. Wolfe are taking spring vacations. R. L. is spending a month in and around San Francisco; while J. J. is spending his time at San Antonio, Texas. J. J. had not been feeling so spry so thought a good rest would do him good.

F. M. Riley has resigned as a Division Two conductor and is going to try some other line of work.

Boys, meet 'Tex' Bourland, the champion dog finder of the city. Several weeks ago Tex found a dog roaming around the vicinity of the switch shack, and realizing the dog was lost he tied him up with a piece of twine and then looked up the lost and found column in the morning paper. He located the owner by phone and he told Tex to hold onto the dog as he was very valuable, and that he would be over in a few minutes. Soon he arrived in a great big Cadillac and Tex could see visions of ten dollar bills floating around. The man wished Tex to get a larger rope so he could tie Mr. Dog in the car. While Tex was after the rope,

the man, car and dog disappeared. Now Tex is wondering where the nickle is going to come from that he used to phone the owner.

MARRIAGES AND BIRTHS

NO HITS,
NO RUNS,
NO ERRORS.

Conductor F. R. Conkling spent two weeks hunting at Nippinawasee with E. E. Smith and W. V. Holman, formerly motormen at Division Two and now with the Forestry Service.

It is with regret that we chronicle the death of Motorman F. M. Wilson, who passed away on February 15th. Motorman Wilson started with the Company on May 8, 1922. He was formerly from Kansas City.



Division Three

WE LIKE LATE NEWS
BUT THE NEWS FROM
DIVISION THREE
ARRIVED TOO LATE!



Division Four

C. J. KNITTLE

Hello, ev'ybody. Just as Two Bells went to press, Division Four went 100% for the Employees Benefit Fund and Superintendent Wimberly could not conceal his pleasure as the last two trainmen who had been holding off finally signed up. This division has 342 trainmen and 280 were eligible to participate in the plan.

The worst blow of the month came February 16th when news was received that Noah Allinikov, formerly a conductor and leader of the Los Angeles Railway Hawaiian Quartet, was fatally injured when his auto collided with another at Florence Avenue and Main Street.

Motorman C. J. Campbell is in St. Louis on a sixty-day leave to be with his father, who is very ill.

Safety Operator C. P. Moore returned from a thirty-day leave February 26th during which he made a trip to Portland and other points in Oregon with his parents.

The general choice of runs which was held here February 18th and 19th was probably the most interesting of any since the 1920 re-routing. Division Four lost four full runs in the change of schedules which gave Division Five all the runs on the Athens-to-Merrick section of Line "F." The merging of the East Fourth Street portion with Line "P" sent many an old-timer scampering for Crown Hill. Conductor William Sambus of Line "F" took a run on the "T" Line and I. A. Wardrobe, our top motorman, slipped

quietly over to the "C" Line. Motorman J. J. West, also an old timer, left a good day run on Line "P" to take a Pico owl.

Conductor G. J. Harrison took ten days leave February 4th to show his brother, who is visiting here, the sights.

Safety Operator F. A. Techmeyer was granted thirty days leave February 7th to visit his sister, who is ill in Texas.

According to the papers, our good friend, Leo Londraville, filed his intention to marry recently and named Miss Dorothy Ehrenclou as the prospective bride. The application was submitted on February 24th. (Will you step to the microphone, Leo, and tell us all about it?)

Motorman F. M. Hill spent two weeks, starting February 25th, touring the southland with his father

Conductor C. D. Sayers was very seriously injured on February 9th when an auto, in which he was a passenger, collided with a trash truck at 12th and Mariposa Streets. Several vertebrae in the lower half of his spine were crushed and the attending doctor informs us C. D. will have to lay in a cast for at least four months. He will surely be glad to have his trainmen friends drop in, even for just a few minutes.

Conductor H. E. Ketchum tells this little one with all due respect to our Japanese friends. Ketchum was on the way to the car house from his Crown Hill run and approaching Figueroa on 11th Street when a Japanese passenger came back to ask if he went to Belmont High. Ketchum explained in a concise and pleasant way how he could get there by taking a "U" car and then the "C" at 5th and Flower.

"Oh thank you, thank you," replied the Jap, tipping his hat. "Your kindness much obliged."



Division Five

FRED MASON

Conductor Roy Meggison can find the darndest places to go when the weather is at its worst. In the summer, when the heat is at its peak, he piles into his machine and hits for Hobo Hot Springs. He made that trip twice and came back reporting a wonderful time. During the week-end of February 22nd he wrapped himself in his Buick and headed for the High Sierras to a little old mining camp, where men wear beards and the mountains adorn with snow. Roy had a wonderful time until he started back. It snowed and snowed and snowed and there was nothing for him to do but stop. In order to save himself from missing out on a tripper which he had on Monday morning he had to walk twelve miles to a phone to call in. He then had to walk five more miles to get a team of horses to pull him out and this was only successful after throwing a block and tackle around a tree. When Roy came in on Tuesday morning he said, "I had a wonderful time."

The guessing competition is on. First you have to guess what it is, and, if successful, then how many. It's on Motor-

man A. E. Brewster's upper lip, but it's liable to blow off any minute.

Conductor M. G. Law arrived back on time from his twenty-five days leave of absence spent in Paris, Texas, reporting a nice trip both ways, and a nice time while there.

After a month spent in National City, California, Motorman W. T. Milligan is back on the job, feeling fine and looking forward to his next trip.

Motorman I. C. Givens, who was on a leave of absence, wrote from Barstow, California, tendering his resignation as it is necessary for him to stay there on account of his sister's illness.

Conductor D. E. Griffith has transferred over to Division Four on trading seniority with Conductor B. R. Bettell. Welcome, Bettell.

Another Division Four conductor, J. A. Weathers, is with us, having traded seniority with Conductor D. C. Hills. Welcome to you, also, Weathers, and here's hoping that both you and Bettell will show us how Division Four gets the witnesses. Conductor Manning please note.

Conductor A. Norman is off on a twelve-day leave of absence and is going to San Diego on personal business.

We were very glad, and equally surprised, to see Conductor Art Openshaw around the division again after having been in the San Antonio Hospital, Up-lands, as a result of an accident on his way down from Camp Baldy. He is getting along very well and hopes to be back on the job in two or three weeks.

We are also glad to announce that Conductor J. H. Miller is now at home and is getting along as well as can be expected.

Conductor Wally Townsend has resigned and is now back in Kansas City following other work.

We were glad to see a couple of old timers walk in the other day to ask for cap numbers. They were Motormen J. A. Gates and H. C. Dreyer. Welcome, boys.

Since getting his new set of teeth, Conductor John Raski is smiling bigger and better than ever. Of course, he's not chewing as much gum as he used to.



JACK BAILEY

If you boys don't go places and see people and things to make contributions for this space you will just have to stand the general "razzberry." Let's round up a little more material for our space.

A few new faces in the Store Department this month. M. D. Walker is replacing W. C. Bradby and D. G. Joy is replacing A. Patte. Welcome to our little city.

The Prince of Wales has a rival in the person of Carpenter Edward Frymute, who has not been able to appreciate a good rocking chair since his visit to a local riding academy.

J. E. Ellis, of the Machine Shop, can be found most any Saturday afternoon

and Sunday out on our local golf courses chasing the little ball. Hey! Hey!

O. Rivers, of the Machine Shop, is absent on account of the absence of some of his masticating machinery.

H. Connors, Sweeper of the Carpenter Shop, is spending the week-end holidays at his new home at Norco, California. Harry plans his retirement in just a few weeks and he wants to break in gradually. Mrs. Connors has already made herself comfortably at the new home and is quite happy with the chickens and rabbits. All the boys join in wishing Harry the best of luck and a long and happy retirement.

Carpenters A. L. Dellinger and L. A. Johnson made their place of occupancy conspicuous this month by being absent owing to illness. Those two boys are great on hunting and fishing but we can truly say they were two sick men this time.

Carpenter Ben Widner is sporting a new Gardner eight. How can you do it, Ben?

Joe Palmer, popular Lary baseball enthusiast of the Air Department, has resigned to go into the oil business. Joe will be at the International Service Station No. 1 at 3001 South Western Avenue, in person. When out that way don't forget to stop in and fill up or stop for repairs.

Switchman Ed Baker is at home suffering from an injured foot. He was hurt while on duty February 2nd.

William Thun, Truckman, is back on the job after being laid up some two months from trying to cave in a radiator on a car which was going his way.

A Truck Shop night owl who was not satisfied with having a new radio but had to have loud speakers installed in each room of his house is none other than our old friend J. Mathis. If you don't believe this man is a real efficiency fellow, just get him talking on the subject.

Truckman George McMillan was reported to be on a weeks leave of absence on account of sickness.

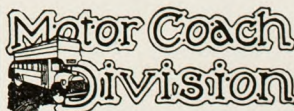
It is reported that Truckman M. Christiansen is breaking in his third set of teeth. His partner, L. Lock, is getting the bug now.

Jack Bickford, Truck Shop Clerk, and wife, enjoyed a trip to Big Bear to frolic in the snow the first part of the month.

Electrician George Johnson answers on the sick list.

Have you noticed what a great big he-man Ted Ormston of the Winding Room has turned out to be? Yes, sir, smoking a pipe!

G. A. Gerritsen, of the Winding Room, has a sleepy look these bright mornings. Upon investigating we find that he has been sitting up with a brand new radio.



J. H. McCORNACK

A good demonstration of the strength of the Los Angeles Railway's Basketball Team was given the 24th in a fast game at the Sentous High School gymnasium

when they played against the Hipolito Quintet. Our boys arrived late and Hipolito was able to run up a nice lead before they became warmed up. Hipolito have two star players on their team, a center and a forward. Nevertheless, the final score was 41 to 36. L. A. Railway's starting line-up was Tackett, center; Tyler, right forward; Compton, left forward; Gagnebin, right guard, and Coenen, left guard, with Chiro and Wismer substituting.

Compton started the scoring with a very difficult shot for the first basket and played an outstanding game all the way through. Tackett also played a wonderful game with the assistance of the rest of the team, who showed what they could do under difficulties. Our boys now stand fourth place in a much faster league than they were in last year and all admirers of good basketball should see them play and give them support. Games will be played on March 6th at Sentous High and March 10th and 12th at McKinley High.

Our old pal, E. E. Henry, has been heard from. He is up in a lumber camp some place in Oregon, making a real he-man out of himself.

Jimmie Flanders said he changed over to the Los Angeles Motor Coach Division because he was Irish. He wanted to wear a green badge.

Harold Scott has his putts shined so he can use them for a mirror. He spends one hour every day on them.

GARAGE

Foreman Doyle Rishel has moved into his new office. He looks good on a balcony.

Somebody stole the carburetor from Earl Hansen's Ford while it was parked on 15th Street. Earl says they at least might have shut off the gas as a full tank ran out into the street. Also, if he knew who did it he would like to trade the rest of his car for the carburetor. If they are trying to find out what makes that car run they will have to steal Earl, too.

The Garage really is a large division. Dean Ovard and Henry Lane, though both working here over two years, were only made acquainted at a fraternal gathering February 18th, down on Manchester Avenue.

Percy Bozanko received a ticket for speeding. Rumor has it that he was going to that mysterious lake after some of those large trout for dinner.

Mr. Crocker has been very generous this last month with his yacht. Sunday, the 16th, Jack Savage, Dean Ovard, Percy Bozanko and their wives were his guests on a nice trip which ended with a roast pork dinner, home made apple pie and some of his famous \$1.85 coffee. Sunday, the 23rd, they made a trip to Catalina Island. Some very rough water was encountered on the return trip and it is reported that Jack Savage almost prayed.

Wesley and Floyd Nolf, brother mechanics, were made brother Master Masons at Jordan Lodge February the 18th. The degrees were conferred by the Square and Compass Club.

We are glad to see T. Heidke back on the job.

Reports from T. Marks are that he is getting along well and will be back as soon as the cast can be taken off his ankle.

Sammie Cohen left us the first of the month to go with the Sparkletts Water Company.

Eddie Serabia has purchased Ray Anderson's one-horse shay.

Scotch will out. Scotty Crawford is saving the water bill at home by washing his feet in gasoline. He accidentally stepped down from a bus directly into a full bucket of it.

George Oliver has asked to get back on the tire job in order to gain some weight.

That big black open job is Heinz's new Buick, that is, new to him. After four more applications of top dressing he thinks the top will shed water.

Jimmie Dean says it isn't fair to tie him up in a cage without any peanuts.

If a tire is flat put on another one, is Art Schwab's motto, as he re-tired No. 53 truck.

"Hello Red" is heard quite frequently on the return of Howard Clinton, who was a former employe of the Garage Department.



H. K. CONACHER

DIVISION ONE

A. H. Wutherick, formerly an inspector, has been promoted to a second Groupman. Watch Al go.

George Mawby has purchased a new radio, now we will hear more about distance, static and some of the peculiar ailments that radios have.

Glenn Davis has been transferred from Division Three to Division One on the night shift. Glad to have you with us, Glenn.

Irwin Soter, formerly a sandman on the night shift, has been made a relief watchman.

George Atkins has been overhauling his fishing tackle, as it won't be long now.

Wm. Urban, formerly of this division, and at present with the Fox studios, dropped in to say hello to the old gang last month. Bill is getting along fine.

DIVISION TWO

We were all very pleased to welcome Andy Duncan back to work after two weeks on sick leave.

"Old Man Hardluck" still pursues Herman Tafel and his latest attack came in the form of a collision with the southern end of a stray horse who was wandering along Ventura Boulevard. Results: one dead horse and a maimed Ford.

John Lamb resigned from the services of the Company on the fifteenth of last month to return to his old home town in Indiana. Good luck and best wishes for your success, John.

L. Catello is sporting a brand new Chevrolet sedan, some class to Louie.

Jack Sottile and family enjoyed a trip to the County Playground last month, where they found "Old Man Winter" in full charge.

Speaking of new Fords, have you seen the one our General Foreman of Car Houses, Billy Brown, is riding around in?

We welcome Billy Welch to the ranks at Division Two, as Relief Watchman. Hope you like your new home, Billy.

It won't be long now, says Leo Morriss, as he prepares for the trip he expects to take during the month of April to his old home in Utah.

L. Rasky thought that he got the best of the deal when he traded cars, but since has found out that all is not gold that glitters.

R. S. Wilson and a party of friends enjoyed a trip to Palmdale one Sunday last month.

"Doc" Mullins and family picked one of those nice Sundays for a very enjoyable trip to Catalina Island.

E. Tuppen resigned from the services of the Company last month and intends taking a much needed vacation and rest.

DIVISION THREE

E. C. Muse and family made a week-end trip last week up to Cambria Pines, where they had a very enjoyable time.

L. T. Dunn has resigned from the services of the Company to take employment with the Standard Oil Company. We all wish him the best of luck.

M. Kraker and W. Wickwar spent a few days off on sick leave last month but are both back on the job now and going strong.

G. F. Treneer and family made a trip to San Diego and vicinity last Sunday and we know they must have had a good time.

DIVISION FOUR

T. J. Watts has been transferred to this Division from Division Five. Glad to have you with us, Tom.

Barney Birdwell has resigned from the services of the Company to return to his home in Oregon.

We were all very sorry to hear of the illness of R. C. Hopkins, our former watchman, and all join in wishing him a very speedy recovery.

Wilbur Welch, one of the old timers at this division has been made a relief watchman. Well, Billy, we'll see you once a week, anyway.

DIVISION FIVE

JUST THINK

Every minute—
A baby is born.
Two husbands get shot.
Three fires break out.
Four girls leave home.
Five girls come back.
Six automobiles wreck.
Seven cashiers go out walking.
Eight people get hurt.
Nine men need automobiles—
Ten salesmen are after 'em.
AND STILL —
This Division has no news!



H. I. SCHAUBERT

Due to the completion of the excavation work on Hawthorne Boulevard, and the wearing out of all their old clothes, several trainmen have returned to the Operating Department. Included in the transfer are Barey, Rodefer, Brewster and

Vatcher. The old razor should work pretty slick now after the long rest.

S. H. Stevens, who was recently transferred from watchman to welder, has been quite ill due to an infection caused by the extraction of some ulcerated teeth.

Bill Swearingen, after relieving himself of some very pointed remarks in the presence of Charlie Harwood, who had absent-mindedly used his pipe as a telephone receiver, thoughtlessly placed his gloves in his pocket and then proceeded to ask "Benedict" Plume where the gloves were. If you are acquainted with Plume, you know why his answer to Bill is not here recorded.

W. H. McEwan, who has been in very poor health for some time, is on leave of absence in Salt Lake City. Here's hoping for Mac's speedy recovery.

Watchman J. P. Knoles has left the service and look what it took to replace him: Jack Stewart, Bob Manning, George Bisbee, C. F. Curtright and T. L. Whitsett. Every one of them is a good man, too. Welcome!

Dick Weston, looking as hale and hearty as ever, is back again after being on sick list for over six months.

Unless "Ruby" Irvine, Welding Foreman, lays the new ones on a chair and sits on 'em, his tooth troubles will soon be nothing but a memory.

Sam Bevilacqua is relieving Jake Zuber of a big worry by reconstructing Seventh Street from Figueroa to Bixel.

Jinks and Gates are getting a little special work practice preparatory to a busy season of installation, by overhauling the Santa Fe Railway crossing on San Fernando Road.

Cavanaugh and Johnson, who have so gracefully carried the title of Bridge Foremen these many moons without even going near one, have finally got a real bridge to work on. They are removing the old Fourth Street viaduct.

Although defeated in the recent election for assistant caretaker to the Provident Fund, L. F. Sparks is getting a certain amount of satisfaction out of the knowledge that he ran a very good third. Cheer up, Les, Bryan never got that close.

"Babe" Gravino, whose wife recently underwent a serious operation, is nearly back to normal again due to his wife's rapid recovery.

Dan Adams, who recently lost a one-round decision to an automobile, is back with us again. Better improve on the footwork a little, Dan, if you don't want to join the bird gang.

