

TWO BELLS

QUIT WORRYING ABOUT IT

The hardest work you ever do
Is worrying about it;
What makes an hour resemble two
Is worrying about it;
The time goes mighty slowly when
You sit and sigh, and sigh again
And think of work ahead, and then
Keep worrying about it.

Just buckle up and buckle in—
Quit worrying about it;
By work, not worry, you will win—
Quit worrying about it;
A task is easy, once begun;
So grab a hold and do it, son—
Quit worrying about it.

Exchange



VOLUME
TWELVE

APRIL
NINETEEN THIRTY-ONE

NUMBER
FOUR

EDITORIAL

DROPPING IN

NO doubt the miner who fell down the shaft of the mine, saying to himself that he guessed he would drop in on the boys, might have considered it a rather unique entree for a social visit and good to the last drop.

Naturally such strenuous methods of publicity should be frowned upon, but we are trying in the columns of Two Bells to drop in as it were on doings in general. For this reason we publish articles of things mechanical, operating changes, personals, etc., in the hope of giving our family readers just what is going on within the organization. We would like to learn from our many readers just what subjects they would like discussed and what changes they would make either in the line of news or makeup of Two Bells. In other words have our articles and editorial offerings been of either interest or benefit to you?

In the theatre the actor knows whether or not his act is going over by the amount of applause he receives. Our only means of gauging the popularity of Two Bells is by your written response. So drop us a line. We will appreciate your views and if the brickbats come too fast—well, we will just dig in until the deluge is over and probably learn a lot of things.

PLATFORM PHILOSOPHY

Thomas A. Edison remarks that there is no truer test of a man's qualities for permanent success than the way he takes criticism.

We seldom repent of having eaten too little.

The man who's holding you down is usually yourself.

The fellow pulling on the oars has no time to rock the boat.

The smartest person is not one who is quickest to see through a thing, but the one who is quickest to see a thing through.

Most successes are put over because somebody used his head.

One way to end the depression is for the public to change its mind about minding its change.

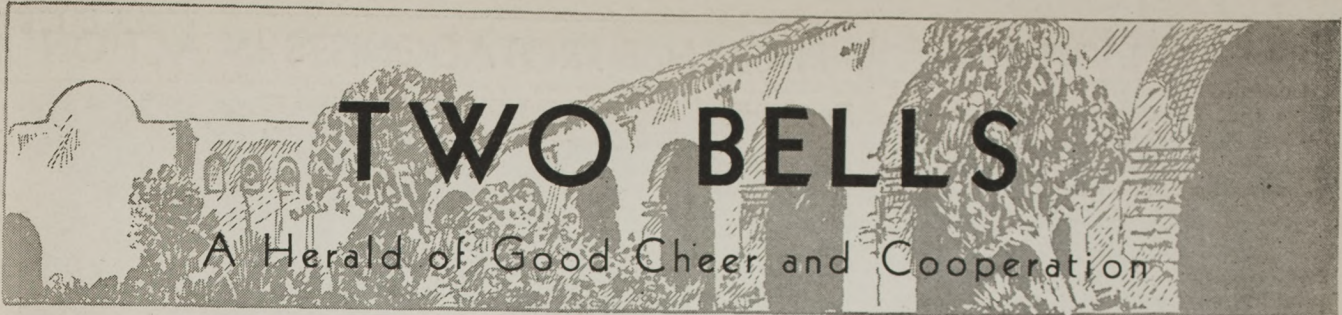
It often shows a fine command of language to say nothing.

Politeness is like an air cushion. There may be nothing in it, but it eases the jolts wonderfully.

It takes a conscientious man to tell the difference between when he's tired and when he's just lazy.

Cooperate. Remember the banana. Every time it leaves the bunch it gets skinned.

One way not to get up is to continually run down others.



TWO BELLS

A Herald of Good Cheer and Cooperation

Volume Twelve

April, Nineteen Thirty-one

Number Four

Published Monthly by and for Employees of the Los Angeles Railway

JANET C. McNEILL
W. T. SHELFORD

Publicity Manager
Editor

LEARNING ABOUT STREET CARS



Readin', 'ritin'—and in this instance, drawings of street cars replaced 'rithmetic—in the A-4 class of the East 20th Street School following a lantern slide lecture given by E. L. Lewis, "Romancer of the Rails" on his visit on March 9th.

The teacher, Mrs. Anne Harris, instructed the students to portray their idea of a street car. The result was startling — futuristic, modernistic or what have you. There was every conceivable contrivance on wheels from "Toonerville Trolleys" to pullman cars among the finished products. The drawings were done in various colors but the camera was able to pick out the outlines enough so that our readers can easily see some of the street cars in traffic. Many of the drawings showed considerable talent.

Mr. Lewis is very sure that his lecture was appreciated as he has received about forty-five letters from the students expressing their appreciation and interest. The subject of the lecture related to the history of Los Angeles and the development of local transportation.

Accidents Take Drop During March

Division Four still reigns supreme in procuring witnesses. They keep their pencils sharpened and their witness cards ready for action. Division Three maintains second place but with a lower average than last month. Division Five is in third place with a slightly lower average. Divisions One and Two are in the same position but with a higher average than in February.

February		March	
Div. 4.....	6.69	Div. 4.....	7.04
Div. 3.....	6.02	Div. 3.....	5.90
Div. 5.....	5.52	Div. 5.....	5.51
Div. 2.....	4.71	Div. 2.....	5.01
Div. 1.....	4.17	Div. 1.....	4.28

ACCIDENTS DOWN

The number of accidents decreased. For February there were 1329 and for March 1295, a decrease of 34. The average witness per accident for February was 5.30 and for March 5.43.

NOT A SCRATCH

Trainmen of Division One most certainly believe in giving safety in carload lots. On Sunday, March 15th, the cars of this Division were operated without the slightest semblance of an accident—not even a scratch—for 10,318.56 miles. This is the first time the men of this Division have made such a record for many months. Additional cars and greater mileage make the accomplishment much greater than heretofore.

Complaint Tally Shrinks Bouquets Revive

Courtesy, Carrying Passengers Past Stop and Miscellaneous complaints increased during the month of March; Fare and Transfer Trouble, Passing Up Passengers, Short Change and Service improved, while Starting Too Soon, and Dangerous Operation remained the same as during February.

Here are the comparative figures: Discourtesy 18 in February, 20 in March; Fare and Transfer Trouble 45 in February, 38 in March; Starting Too Soon 10 in February, 10 in March; Passing Up Passengers 15 in February, 9 in March; Carrying Passengers Past Stop 8 in February, 9 in March; Dangerous Operation 2 in February, 2 in March; Short Change 8 in February, 7 in March; Service 9 in February, 7 in March; Miscellaneous 27 in February, 36 in March.

The total number of complaints for February was 142, and for March 138, a decrease of 4.

COMMENDATIONS INCREASE

There were 44 commendations in February and 53 in March. The number of men commended at each Division was: Division One, 10; Division Two, 13; Division Three, 15; Division Four, 11; Division Five, 21.

Bob Pierson Improving

Our many readers will be glad to know that R. A. Pierson, Manager of Personnel, is convalescing at the Methodist Hospital where he underwent an operation on March 16th, last.

In a special interview with a staff reporter on April 1st, Bob stated that while in the Instruction Department he always instructed the men that he did not require anything of them that he himself could not do. So when he was placed in charge of the Personnel Department and Medical Division, he naturally felt that he should undergo anything that might be required of any male member of the railway family.

Be that as it may, Bob is resting very nicely in his cot and says that the boarding house treatment is *par excellence* and he is not in a hurry to go home—in fact he does not want to go home. (Mrs. Pierson, perhaps you had better look into this!)

Now that his waist line has undergone a change, Dr. Shoemaker assures our genial Manager of Personnel that hereafter he will be able to see his knees when he stands up.

The incident of the recovery of Ping Tong, his pedigreed Pekinese that had been missing for several days, came as welcome news to the invalid and no doubt is hastening complete recovery of Bob himself. He is very much devoted to his blue ribbon canine.

Although it will be some time before Bob will be able to anchor his feet under his desk, the good wishes of his numerous friends are extended to him for consistent progress during his convalescence with the hope that when he comes back to his office he will be able to carry on his numerous duties with renewed vigor.

New Coach Line

A new motor coach line known as the Olympic Boulevard Line commenced operation on April 1st.

The route is from the Los Angeles High School at Olympic Boulevard and Mullen Avenue via Olympic Blvd., to Massellin Avenue, although paving conditions at the present time may make it necessary for coaches to stop at Ridgely Avenue, two blocks short of Massellin Avenue.

This coach service supplements the "L" Line, making the round trip from terminal at the Los Angeles High School to Massellin Avenue in sixteen minutes, or eight minutes each way.

No service will be rendered on Sundays or principal holidays.

The entire line is in fare zone No. 2.

PINOCHLE PROTAGONISTS IN ACTION



Here is a close-up of the opening pinochle game of the 1931 series between Divisions Two and One on the champs' home ground, taken on Monday, March 16th. Among the spectators can be seen Superintendent T. Y. Dickey, Foreman J. A. Madigan and cigar.

Using every strategy known to the art of pinochle, the "toothless wizards" Slaughter and Taylor of Division Two brought their Division to the front in the game of April 3rd, when they took the first four games away from Division Five, allowing the visitors from the seagull roost the last game as a matter of courtesy.

In the opening contest of the series on March 16th, Division Two entertained Division One in real host-like fashion for the first two games and allowed their visitors to take the games. However, that was enough, as Division Two took the next three games.

In the game on March 18th, Division Four visited Division Five and lost the odd game to them. Division Five took the first three games and Division Four the last two.

The contest between Division Two and Three on the latter's home ground, March 20th, ended with the odd game for Division Two. Division Two captured the first three games and Division Three the last two.

The first five straight games of the tournament were won by Division Five in the contest with Division Four on March 22nd. Imagine the embarrassment of Division Four in having the visitors take five straight games away from them and the lead in the series.

The game on March 25th between Division Three and One ended with Division Three taking the last three games, allowing Division One the first two games only.

For the first time so far this series, Division Two dropped back slightly in the card tilt with Division Four on March 27th. In this pinochle contest

Division Four took the first, second and fourth games away from Division Two.

For the second time Division Three took the odd game from its opponent—this time Division Five. This was in the game on March 30th, when Division Three took the first, second and fourth games, allowing Five to take the third and fifth games.

Division Four played an April Fool's joke on Division One in taking the last three games away from them on Division One's territory. Division One seems to have a habit of taking the first two games in three successive contests, only to lose the last three games in each set.

This brings us up to the game of April 3rd. The standings of the teams up to this game are as follows:

Division	Played	Won	Lost	Per Cent
Two	20	12	8	.600
Five	20	11	9	.550
Three	15	8	7	.533
Four	20	8	12	.400
One	15	6	9	.400

Congratulations

C. A. Henderson, Comptroller, Secretary and Treasurer, rounds out his thirty-sixth anniversary of service with the Company on April 15th.

Superintendent George E. Ferguson of Division Three celebrated his twenty-sixth wedding anniversary on April 1st, last.

Another celebrant is Carl L. Hanson, Information Man, who entered his forty-second year of service on April 5th.

You Be The Judge

By JOHN COLLINS

Supt. Meter-Mileage Department

Meter instruction has for its objective a uniform system of operation. This can only be obtained by correct operation on the part of the individual. When operation becomes exact, no further instruction is necessary. Correct operation is the best and the most economical mode of operation. Conditions do not remain constant in a live city. The greater the activity the more alert we must be.

In feeding controller, consider the comfort of the passengers. Avoid blowing the overhead, and keep from spinning the wheels. Start when you have sufficient room to feed to the first running point. Make contact on each finger of controller. Do not feed to full power unless something is to be gained.

Nine seconds is a good average feed—load and grade is the determining factor. You get enough practice to become expert in feeding the controller.

While the car is running, read conditions two or three blocks ahead. A great deal of judgment must be exercised in throwing power off to make the most of these conditions without loss of time. Avoid the unnecessary stops, for the number of stops has a very important effect on power consumption. Make all necessary stops where there is no danger ahead by taking air with one movement of the hand, and as car is stopping make a graduated release, keeping the air released just ahead of the possible skidding or locking of the wheels.

When approaching track crossings, blockades or any danger, it is good judgment to equalize the brakes, by taking a little air, to feel that it is holding, then the final application as you draw nearer the danger point; you also use air to adjust the speed while descending grades.

There is a great deal of time lost in making ordinary stops, in the way some men apply the air. They take air three or four times, arriving at the point of maximum pressure when almost out of speed.

The correct way is to take the maximum pressure of air to overcome the maximum speed of car, releasing the air gradually as the speed decreases. You then keep the air line about equal to the speed line, which prevents locking the wheels but there is enough air retained to hold the car in its position when stopped.

Watch your feeding—judge your distance—read street conditions and make up your mind when a stop is necessary.

▼ BARNACLE BILL AND ENTERPRISE ▼

When Barnacle Bill Eaton read about Boson Bailey, Skipper Herbert and their sailboats in the March issue of *Two Bells*, he told the scribe "You ain't seen nothin' yet," and therewith produced as trim a sailcraft as ever sailed the seven seas and the waters of Westlake Park.

Barnacle Bill in private life is Lawrence Eaton, nine-year-old son of Engineer B. H. Eaton, and the boat, the *Enterprise*, is an exact replica of the sloop that showed her heels to Sir Thomas Lipton's *Shamrock V.* in the race last year.

This yacht, the international model class, was constructed by Bud Eaton. It is 62 inches long from bow to stern and 78 inches from deck to top of mainsail. The planking, made of fir, is $\frac{3}{32}$ of an inch in thickness and the deck is mahogany of the same thickness. The keel is cast lead and weighs $7\frac{1}{4}$ pounds and her sails are manufactured of the finest balloon silk. She will make approximately $4\frac{1}{2}$ knots under full sail which is considered good time for a craft of its dimensions.



"Dream Rose"

Harry Nordmark of South Park Shops, author of "Dream Rose," wishes to announce, in answer to the many inquiries, that his song can be heard at the leading downtown music stores on request.

This waltz has now been set to orchestration which should add considerably to its popularity.

Another Song Writer

In keeping with the spell that the rose holds on song writers, Mrs. Edythe Morton Sheer has written "Velvet Shaded Rose" a dreamy waltz song. Mrs. Sheer is the daughter of L. C. Morton who is now on the Special Roll.

Back on Job

George M. Link, Chief Clerk of the Engineering Department, is back on the job again after an illness that kept him away from his desk for three weeks. We join with his many friends in hoping that his health will permit him to carry on in the future with nary a missout.

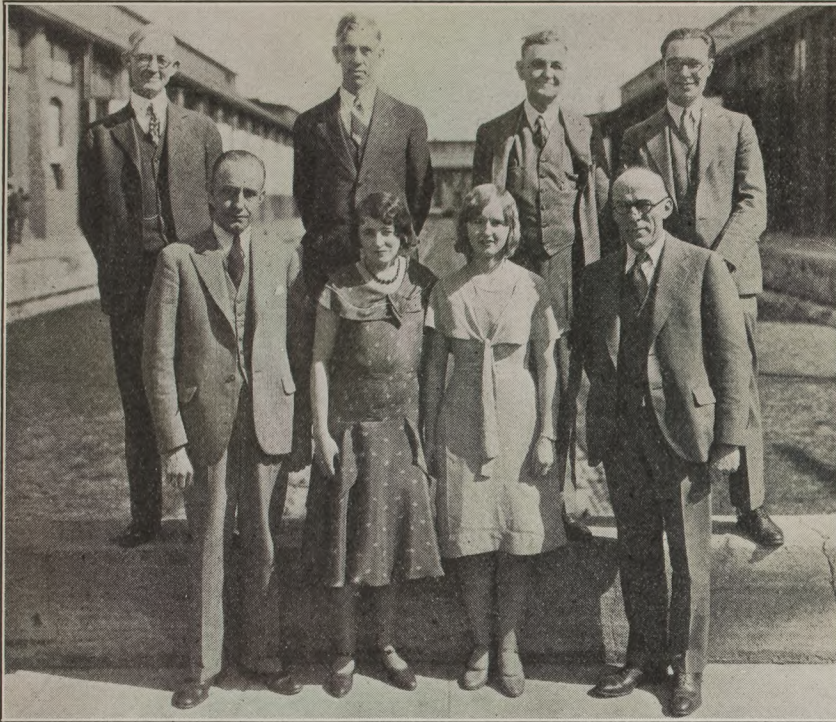
Square and Compass Activities

At the next stated meeting of the Square and Compass Club to be held in the Masonic Temple, Pico and Figueroa Streets, on Saturday, April 18th, several aspirants for membership in the Club will be taken care of in the customary manner. Refreshments will be served following the initiations.

Supervisor Receives Degree

At Belvedere Lodge on March 26th, Supervisor N. L. Goddard of the Operating Department, received the Master Mason Degree conferred on him by the Degree Team under the direction of Phil Klingel Smith. A large number of fellow employes attended the occasion.

SUPPLY AND DEMAND EXPERTS



Left to right, back row: J. B. Buchanan, G. A. Holmes, H. L. Snow and W. T. Reynolds. Front row: H. F. Barnum, Miss C. Willhoft, Miss M. Dowrey and C. A. Bollette.

How to keep the stock down and yet keep it up is the every day problem of the group in the accompanying photograph—the staff of the General Storekeeper of South Park Shops.

During the past year purchases exceeded one and a quarter millions of dollars, distribution being made among the five major stores with a total monthly turnover of over \$200,000. Of course, a great portion of stock purchased is raw material which necessitates considerable labor to convert it into finished items. As such labor increases the value of the stock, hence, when it is issued it assumes greater value.

With all the perplexing problems of the day, J. B. Buchanan, General Storekeeper, manages to keep his schoolboy complexion. He is now completing twenty-eight years of service with the Company and looks good for twenty-eight more years.

C. A. Bollette, Storekeeper, broke into the storekeeping fraternity way back in 1906 and after fourteen years with various steam roads, joined the force at South Park in 1922. As Storekeeper of South Park Shops, he has over 9,000 items for street car maintenance to care for.

W. T. "Wild Bill" Reynolds, Chief Clerk, came into the railway family in July, 1923. As Storekeeper and Foreman, Bill was always hard to find around the storerooms, so he

was made Chief Clerk in the General Store Office and is now very much in view during working hours.

H. L. Snow, Storekeeper at Vernon Yards, is now completing twenty-nine years of service, meeting the needs of the Track Department.

After considerable experience with automobile accessories, G. A. Holmes settled down in 1925 as Storekeeper at the Garage where over 7,000 items are stocked to maintain motor coaches and other automotive equipment.

H. F. Barnum (not of the circus variety) entered the Stores Department in November, 1923 and after three years at South Park Store, assumed the responsibility of supplying the Line Department at 16th Street.

And as for the feminine quota of the group, Miss M. Dowrey is Stenographer and maintains the detailed record of orders, receipts, invoices and freight bills, while Miss C. Willhoft, operates the billing machine for purchase orders and store orders by the hundreds. Just for variety, she alternates on the typewriter or addressograph to demonstrate the machine age.

And a word to those who require supplies—your needs are their problems and your cooperation will enable them to supply your needs when and where required with the minimum investment and the least possible delay.

Legion News

Over eight hundred people enjoyed the old-fashioned dances held under the auspices of Sunrise Post on March 9th in the Community House at 7th and Fresno.

The entire affair was so successful that the Post has made arrangements for another dance night on Saturday, April 18th at the same place. Jess Blankenship, formerly of Division One, and his Missouri Fiddlers of radio fame will do the old time fiddling for quadrilles, square dances and Arkansas Hoe-downs. There is no admission charge and the only requirement is that you wear old clothes. That shouldn't be so hard for some of us. Prizes will be awarded for costumes and for the best old-fashioned dancers.

As an additional attraction Miss Catherine Orphan, daughter of Motorman Orphan of Division One, will furnish three acts of entertainment. Come as guests of Sunrise Post. Remember the night, Saturday, April 18th, at 7th and Fresno.

Canadian Legion

At the social evening of the Legion on March 17th, John Collins, Superintendent of Meter-Mileage Department, gave the audience one of his inimitable Irish monologues which was very much in keeping with St. Patrick's Day.

On Special Roll

Due to prolonged illness, Jesse T. Trowbridge, Repairer, Mechanical Department, has been placed on the Special Roll effective March 1, 1931.

Trowbridge was born in Green Valley, Illinois, on January 12, 1870, and was employed by the Company as a Repairer on August 25, 1909.

After twenty-one years of active service with the Company, Miss Georgena Marshall, Stenographer, Employment Department, has been placed on the Special Roll effective March 21, 1931.

Miss Marshall was employed on April 26, 1909 as Timekeeper and Stenographer in the Electrical Engineering Department and on August 20, 1917 was transferred to the office of A. B. Merrihew. On April 14, 1920 Miss Marshall was transferred to the office of F. Van Vranken and later to the office of R. B. Hill, then Superintendent of Operation. On September 14, 1928 she was transferred to the Employment Office as Stenographer, which position she held up to the time of her retirement. Miss Marshall was born in San Francisco.

Keep Healthy

"Our Blessings Brighten as They Take Their Flight." This adage may be time worn, but it daily bears itself out where a person's health is concerned; in other words, we do not miss good health until it is lost. Most sickness, or at least 75%, may be traced to infection, especially focal infection. This may seem strange to the ordinary layman, but one trained in medicine or surgery can make this truth clear in a very few words.

So much is heard nowadays regarding focal infection that it is well for all to know something concerning it.

Focal infection means infection confined to a small or localized part of the body. Although the primary focus or site may be greatly restricted, the effects of this local infection may be felt in distant parts of the body.

The common locations of focal infections are at the roots of the teeth, the tonsils and the nasal sinuses. From these points the germs may be carried by the blood or in some other way to the joints, the heart, the appendix, the gall bladder or to the kidneys.

The primary or local infection may be apparently of a very slight degree or its existence may be absolutely unknown to the affected person. This adds to the seriousness of the focal infections.

The resulting serious effects of focal infections are known to be joint troubles, heart disease, appendicitis, gall bladder disease, kidney stones, stomach ulcer, brain abscess and neuritis. To these may probably be added many other maladies.

So long as a focal infection remains untreated, so long does it act as a menace to the health and possibly life of the individual. If the secondary condition dependent upon the focal infection is well developed and changes of a permanent nature have taken place, the removal of the focal infection will not entirely recall the harm already done.

Teeth and Throat

As mentioned above, the three most common sources of focal infections are the teeth, tonsils and the nasal sinuses. Infection in these parts is 75 per cent due to carelessness or lack of education in personal hygiene. We often hear a man say "Well, I am not worrying about my teeth; when they are bad I will have them all yanked out and get some plates." This may sound all right, but before one makes up his mind to follow procedure of this type he should consult someone who has been wearing false teeth. It is true, however, that a good set of false teeth is far superior to infected

teeth, but there is nothing better than that which nature has bestowed upon us; in other words, our own teeth; and it behooves us to take strict care in their preservation.

One should brush the teeth daily in the evening before retiring and in the morning before breakfast. The reason for this double brushing is to remove all particles of food that may be lodged in the teeth and cause fermentation during the night. Brushing in the morning is very essential to remove any discharge from the gums taking place during the night, thus keeping impurities which are thrown off in this manner from entering the stomach.

The very highest grades of tooth paste may be had at any of the drug stores at an extremely nominal sum, within the reach of almost any salary. For this reason, it is absolutely inexcusable for one to neglect giving the teeth proper attention. In addition to the above, it would be very wise for everyone to form the habit of using a mild gargle such as Listerine, Pepsodent, Lavoris, each evening before retiring. This would be extremely beneficial for trainmen who are out in the open all day. A gargle of this type is not severe enough to cause any irritation whatsoever, yet at the same time would eliminate any infection which might be due to the breathing of dust, foul air, etc.

These two items are extremely important and are the foundation of personal hygiene and should not be overlooked by anyone who wishes to enjoy life either physically, mentally or financially. I say "financially" because it is a known fact that no one can accept any commercial responsibility who is not capable of the responsibility of his own physical well-being.

Heretofore, the Los Angeles Railway has been more than lenient in granting disabilities and sick benefits for dental work. Dental work does not constitute a disability except in most extreme cases; therefore, in the future, when any dental work is necessary, make known your condition to the Medical Division, Personnel Department, and they will see that treatments are arranged for outside of working hours.

Eyes

Trainmen will benefit considerably if they will form the habit of bathing their eyes each night with boric acid or some good eyewash, which should remove any particles of dust or other irritable substances as well as having a soothing effect upon the eyes.

Good vision is one of the most essential factors in perfect performance of a trainman's duty, and it behooves each and every one to protect the most valuable of all possessions, i. e., good eyesight.

HONK! HONK!



If the ladies will kindly take out their hat pins and remove their hats so that the gentlemen can see, we will endeavor to exhibit on our stereoscope one of the ultra-modish 1902 horseless carriages with H. Briggs, Machinist, South Park Shops, at the—the—er, pump handle.

In 1906 F. Bass, now deceased, former Superintendent of Substations, purchased the chariot from its original owner and in 1908 sold it to M. F. Brazil, Mechanic at 16th and San Pedro Garage. Twenty-two years later, in 1930, ownership was transferred to H. Briggs, the present proud possessor of the petrol burner, making the third member of the Los Angeles Railway family to own the car during the past twenty-five years. He has completely reconditioned it and at the present time it is as good mechanically as it was practically thirty years ago—almost. Anyone desiring to work his way to one of the local beaches is invited to ride with Briggs, provided he has a spare week to do it in.

Incidentally Briggs is taking no chances in parking his historical specimen of locomotion near any museum lest it be mistaken for one of the regular exhibits.

Van Ness Coach

The Van Ness Avenue Coach Line is now extended along 76th Street from Van Ness Avenue to Fifth Avenue. The change was made on March 26th.

Appointed Flagman

G. A. Prichard, formerly Motorman, Division Three, has been appointed Flagman, Traffic Department, effective March 16, 1931.

Found

Chauffeur's License No. 52207 has been picked up at Vernon Yard. Owner may obtain license by applying at the Vernon Yard Office. Telephone LAfayette 0055.

1931 LEAGUE CONTENDERS



Left to right, standing: H. D. Sievers, pitcher; W. E. Jones, left field; D. V. Lewis, pitcher; R. W. Gay, shortstop; O. E. Lund, third base; W. P. Wynegar, first base; F. Sherwood, right field. Front row: R. L. Edwards, pitcher; Ray Shollin, second base; E. J. Berry, captain, catcher; R. A. White, utility outfield; C. Lock, center field, and Ted Shelford, mascot.

Aside from squeaky joints, Charley horses and other ailments peculiar to spring training, the Lary Baseball squad is off with real vim and vigor to do dirt to all teams it opposes at Vernon Yard, and from all appearances the aggregation pictured herewith is out for the championship in a series of league games that are scheduled to commence about the middle of April in the Municipal League, Industrial Division.

On March 7th they played the Eastern Garment team, winners of the winter league and defeated them 7 runs to 4. With no score up to the fourth inning for either side the Garment makers managed to slip in a run, through an error, but the Larys made up for it by capturing a run in the second frame of the same inning. The Garment makers got two more runs in the seventh inning, but the Larys staged a rally in the eighth by slipping in six runs, Jones contributing with a two base hit, and Sherwood with a triple. Edwards and Sievers supplied the chucking.

	R	H	E
Eastern			
Garment	0	0	0
Larys	0	0	0
	1	0	2
	0	1	4
	2	0	7
	0	1	4
	1	4	7
	0	0	0
	1	0	0
	6	x	7
	8	4	

Their second victory came in the clash with the Arcade Postoffice Nine on March 15th. This turned out to be a hitting orgy for the Larys, and the wearing out of two pitchers for the mailmen. Sievers and Lewis pitched for the Larys.

	R	H	E
Post-			
office	0	0	0
Larys	0	0	0
	1	0	4
	1	6	11
	4	5	
	3	4	0
	2	2	1
	2	1	2
	0	x	14
	17	4	

For the third game the Larys met and defeated the Goodrich All Stars on March 22nd. The high spot of this game was Sherwood's home run, scoring Jones ahead of him and nearly running him down at the home plate.

This was Edwards first attempt to pitch nine innings and he held the All Stars down to seven hits.

	R	H	E
Goodrich All			
Stars	0	0	1
Larys	0	1	0
	0	2	0
	0	0	3
	0	7	0
	1	3	0
	4	1	0
	1	0	x
	10	18	1

The real battle of the season so far came with the tilt on March 29th between the Larys and Metro-Goldwyn-Mayer Studio Nine and credit must be given to every member of the Lary team for their splendid fielding. Sievers, pitching for the Larys, was up against some heavy hitters and the Studio Nine managed to get thirteen hits off him but the support he received in the field made this negligible. Superb pitching by the Studio pitcher accounted for thirteen strikeouts, while Sievers accounted for nine. In the second frame Gay and Wynegar scored and Jones' timely hit in the same inning, by which Sievers and Berry scored, were the decisive points in the game and ended with a 5 to 3 victory for the Larys.

R H E

M-G-M																			
Studios	0	1	2	0	0	0	0	0	0	0	3	13	2						
Larys	0	4	0	0	0	0	0	1	x	5	5	2							

A cordial invitation is extended to employes and their families to attend the games as their presence and interest will greatly encourage the players.

Girl Cagers Defeat Rivals

After a series of postponed games, the Girls Basketball setet engaged in a cage tilt with the Vermont Exchange on Thursday, April 2nd, at the Echo Park Playground with the result that the Tokenetts defeated the Exchange Girls, 38 to 6 in one of the most sizzling games of the season. The Tokenetts took the lead early in the game and kept the score at a safe margin throughout the contest. Several spectators witnessed the fracas.

The last game of the season is scheduled for Thursday, April 9th, between the Larys and Polytechnic High School.

CHARMER

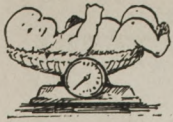


This sweet little lady is the daughter of Conductor C. C. Ditter of Division Four. Shirley Mae celebrated her second birthday on March 7th.

To Subscriber-Poets

We would like to say a word to our subscribers who have poetic inspirations from time to time.

Space in Two Bells is very limited, and if your poem is lengthy, even though it may have all the earmarks of the works of Tennyson, Poe, Burns, Shakespeare, Whittier or any other poet—it's out! So boil down your inspirations to the size of a modern apartment kitchen.



Births

H. M. Owen of the Motor Coach Division reports the arrival March 6th of a 7½ pound baby boy at his home. His name is Creighton Wayne. Mother and baby are doing fine.

* * *

N. Wetzler of the First Shift in the Garage has acquired the nickname of "Pop". The stork called upon Mrs. Wetzler March 23rd and presented them with a 7½ pound baby girl. Mother and baby are home and doing fine but they have been unable to find a name nice enough for her yet.

* * *

Guy Keasler, Mechanic, Division One, is the proud father of a big baby daughter, born on Thursday, February the twenty-sixth. Mother and daughter doing nicely. Congratulations, Guy.

* * *

The more the merrier! Our family has increased lately. William Reynolds, Chief Clerk of the Store Department of South Park Shops, is the proud and happy father of a new daughter. Mother is doing fine. The little miss weighed five and one-half pounds. Bill was planning on living in the White House when his son became President, but we guess he will have to go to Texas now.

* * *

John Robert Shuler, nine and a quarter pound son, arrived at the home of his parents, Conductor and Mrs. F. E. Shuler of Division One, on February Sixteenth. Mother and son doing well.

* * *

Conductor A. A. Phillips of Division One is busy receiving congratulations on account of the arrival at his home of a little daughter, Pattie Louise, on March Thirteenth. She tipped the scales seven and three-quarter pounds and is doing well.

* * *

It must be a grand and glorious feeling to suddenly become a grandpa. Motorman H. L. Glass of Division One is that very thing and he is proud of it. A little granddaughter, Claudia Barbara Roberts, arrived on the scene March Sixteenth and is doing fine.

YOUR NOSE

"If your nose is close to the grindstone rough,
And you hold it down there long enough,
In time you'll say there's no such thing
As brooks that babble and birds that sing;
These three will all your world compose:
Just YOU, the STONE and your darned old NOSE."



LARY LAFFS

"Sakes alive! How in the world does the colonel ever sleep in that screenless room?" asked an overnight guest of the Kentucky manor at breakfast, as he showed his punctured hands.

"Very simple, sah," explained Sambo. "Yuh see, de massah's so full de fust half de night he nevah notices de skeetoos, and de skeetoos so full de las' half de night dey never notices de massah."

"Does that rich young man of yours write convincing letters?"

"I can't say. The case hasn't gone to the jury yet."

Mose—"C'mon, Somepin! C'mon Somepin! C'mon, Somepin!"

Bystander—"What's the matter with you, boy? There's no horse called Something in this race."

Mose—"Ah knows dat, but Ahs got two bucks on all of 'em, an' Ah's anxious."

Theatre Attendant—"I shall have to ask you to leave if you persist in hissing the performers, sir."

Smithers—"Hissing! I w-w-as s-s-implly s-s-aying to S-S-Sandy that the s-s-singing was s-s-simply s-s-superb."

Scientists say that mosquitoes weep. Is that true?

It's possible. I've seen a moth ball.



Conductor H. J. Gibson, of Division Two, and Miss Lillian Fitzgibbon were married on the third of March. We were mistaken as to the place of meeting her, instead of school it was at the Saluson Avenue terminal of the "O" Line, where she had served him with coffee and—Here's the best wishes of the Division for a long and happy married life.

* * *

Miss Edythe Brumpton and Murray Harrison were married Sunday, April 5, 1931, in Grace Church at 78th and Figueroa.

Only relatives and immediate friends of the family were present. Mr. and Mrs. Harrison are residing at 518 South Catalina Street, Redondo Beach, California.

Mrs. Harrison is a Tabulator in the Auditing Department and one of the stellar players on the Girls Basketball Team. She was presented with an electric waffle iron by her many friends in the department, and the girls of the Basketball Team.

City Bred (pointing to a haystack): "What kind of a house is that?"

Country Bred: "That ain't a house, that's hay."

City Bred: "Say! You can't fool me, hay doesn't grow in a lump like that!"

"Well," said the Customs Inspector at the Canadian Border to the dusky driver of the ancient Ford: "Have you any dutiable stuff?"

"No, sah," said the dusky driver. "I got me a couple bottles o' gin, but that ain't no duty. At's a pleasure."

A country clergyman was examining a class at the village school. "Now, Jones," he said, "can you tell me what we must do before we can expect forgiveness of sin?"

"Yes, sir," replied the boy, "we must sin."

Grocer: "Here's your fly-paper. Anything else?"

Rastus: "Yas, suh. Ah wants about six raisins."

Grocer: "Do you mean about six pounds?"

Rastus: "Naw, suh, about six, jes enuf fo' decoys."

In keeping with the current rage, there comes the miniature cocktail. One drink and in a miniature out.

Telegram sent by a farmer to Irish constabulary barracks: "Gray motor passed here killed a cow containing four gentlemen and two grey hounds, one of which was a clergyman."

"Pat, do you like lettuce?" asked the host. "No, sor, Oi don't," replied Pat; "and what's more Oi'm glad Oi don't, for av Oi did Oi'd eat it—and Oi hate the stuff!"

Jest as I expected! They're gone to sellin' the weather!"

"Whatcha mean—sellin the weather?" "Look at that sign: 'August Fur Sale.'"

"Well, what is your story this time?" remarked Mrs. Van Winkle, aciduously, as Rip slunk into the room, a hang-dog look on his face.

"Believe it or not," said Rip, with one eye on the rolling pin in Mrs. Rip's hand, "I've been trying to find a parking place for the flivver."

A colored man got scared near a cemetery one night and started to run. As he gathered momentum he overtook a jack-rabbit which he kicked out of the way, saying: "Git out ob de way, an' let sum-buddy run what kin run!"

An advertisement states that "it took 12,000 workers to put that bottle of milk at your door." Yes, it sounded as if it did.



BOUQUETS

For (1) Motorman F. W. Lockett of Division One from Edith Keyser for courtesy and efficiency.

*For (2) Conductor E. Shaw of Division One from Gertrude R. Pierce for advancing her fare.

For (3) Conductor S. B. Sowell of Division One from Mrs. A. A. Laverick for advancing her fare when she found that she had left her purse at home, which would have meant a loss of twenty minutes time if she had gone back home.

For (4) Conductor J. M. Boehm of Division One from Katherine M. Moran for invariable courtesy, and assiduous care of his passengers.

For (5) Conductor F. Schuster of Division Four from Mrs. Olive Halm for exceptionally fine courtesy to passengers.

For (6) Motorman L. R. Spencer of Division One from Gerald Vincent for

courtesy in answering questions.

For (7) Conductor R. W. Bower of Division One from Eva C. Griffin who writes, "I am an elderly woman and quite lame. There was no empty seat on the car when I entered, so I stood inside the entrance; the conductor touched my shoulder and gave me his stool to sit on at the rear of the car. Such kindness on the part of an employe is deeply appreciated."

For (8) Motorman T. N. Harris of Division Two from Mrs. Mabel Belden for assisting a poorly clad, elderly woman from the car to the curb.

For (9) Conductor R. Lightfoot of Division Two from Mrs. M. Wheeler for assisting a crippled man.

For (10) Motorman S. F. Early of Division Two from M. Catherine Van Vleet for unusual kindness and extreme courtesy.

For (11) Motorman H. Gravitt and (12) Conductor A. B. Hughes of Division Two from B. R. Brundage who writes, "On an 'S' car at about Rose-

wood and Western Avenue, a young woman fainted and was cared for by these men. They handled the case with utmost care, thoughtfulness and courtesy".

For (13) Conductor T. H. Wood of Division Two from Mrs. Catherine Van Vleet for courtesy in answering questions about directions.

For (14) Conductor J. T. Little and (15) Conductor E. W. Parke, both of Division Two, from A. L. Tadlock for courtesy.

For (16) Conductor F. T. Ginger of Division Two from Mrs. Mortensen for courtesy in paying a woman's fare when she found that her purse was lost.

For (17) Conductor C. M. Pettus of Division Three from R. E. Hodges for his general attitude of cheerfulness and courtesy to the public.

For (18) Conductor J. C. Phillips and (19) Conductor I. E. Gott from Ella M. Kennedy for courtesy.

For (20) Conductor C. R. Aker of

Division Three from A. T. Colquhoun who states, "I pulled out a loose dollar bill which fell to the floor unnoticed by me, the conductor saw it, picked it up and returned same to me. It gives me pleasure to tell you how I appreciate this courtesy and honesty. A courtesy like this is what makes the yellow cars so popular".

For (21) Motorman R. J. Stark of Division Three from Mrs. Josephine Kearns for assisting an elderly man with very poor eyesight to the curb, and for waiting to see him safe on the sidewalk.

For (22) Conductor C. L. Menefee and (23) Motorman C. T. Morgan of Division Three from Mrs. Louise L. Bart who writes, "I feel I owe a debt of gratitude for the way your employes took care of my six year old boy on Sunday last. He was put on an "E" car in Eagle Rock and I was to meet him. I was delayed and was not there when the car passed. I phoned your Information Department and was given the exact whereabouts of the child through the kindness of Conductor Menefee and Motorman Morgan. I am so grateful".

For (24) Conductor G. R. Whitney of Division Three from Miss Martha Bergh for courtesy to all passengers.

For (25) Motorman D. D. Rhoads of Division Four from Oscar B. Henderson for alertness and quick action in making a stop which possibly saved the life of a small boy who darted across Pico Street in front of the moving car, and then suddenly decided to turn back.

For (26) Motorman A. O. Swoboda of Division Four from Hazel E. Hoff for courtesy in holding the car a few moments for her. He is also commended by U. L. Cranston for advancing her fare.

For (27) Conductor G. F. Young of Division Four from Wm. G. Condron for efficient way he has in handling patrons and his happy faculty in keeping them in good humor. He is again commended by F. H. Carr for helping an elderly woman down the steps of the car and to the curb.

For (28) Motorman C. R. Dean of Division Four from Mrs. I. Lerner for patiently waiting until a woman with a small boy got through traffic to board the car, which was very considerate.

For (29) Conductor J. J. McFarlane of Division Four and (30) Conductor T. T. Leech of Division Five from Mrs. I. May Throop for universal kindness to all passengers and for going out of their way to explain to people just how to reach their destinations.

For (31) Conductor F. W. Reynolds of Division Four from S. H. Rigby for being one of the finest, most courteous and obliging men in the service.

For (32) Conductor C. C. Clark of Division Five from R. Hampton for

his kindly manner and courteous treatment of passengers.

For (33) Conductor V. R. L. Brown of Division Five from Mrs. Myrtle P. Baldwin for friendly interest and kindly assistance in giving information regarding directions.

For (34) Conductor H. E. Tetreault and (35) Conductor J. M. Sullivan, both of Division Five from Mrs. M. Borden for their ready help to passengers on alighting and their pleasant, cheery smile to everyone.

For (36) Conductor P. J. Riley of Division Five from Conrad Waltner for courtesy in advancing his fare.

For (37) Conductor H. E. Estep of Division Five from Mrs. Myrtle P. Baldwin who writes, "Today Conductor Estep was very courteous when I questioned him in an effort to learn the intricacies of the railway system, and showed a very kind interest in the welfare of his passengers."

For (38) Motorman J. W. Dilley of Division Three and (39) Motorman K. G. Norris of Division Five from Otto Fenske for careful operation and courtesy.

For (40) Motorman B. L. Rodefer of Division Two from A. B. Luitwieler for careful operation and for holding the car until he could board.

For (41) Conductor C. E. Dunlap and (42) Conductor O. F. Brown, both of Division Three, from Charles H. Johnson for unflinching courtesy and attention to duty.

For (43) Conductor G. E. Harper, (44) Conductor C. A. Placial, (45) Conductor J. W. Jergenson, (46) Conductor W. H. Langdon and (47) Conductor H. L. Raines, all of Division Five, from Dr. Clyde H. Wilson for their timely assistance to blind people and cripples. Conductor Langdon is also commended by Mrs. E. W. Osbeck for courtesy.

For (48) Motorman G. B. Gearhart of Division Five and (49) Motorman H. Fowler of Division Three from Mrs. Otto Fenske for courtesy and attention to duty.

For (50) Conductor A. J. Konecny of Division Five from Mrs. E. W. Osbeck for courtesy. He is also commended by Mrs. Leroy Bretz for assisting a crippled woman on and off the car, and for calling attention to stops.

To the Great Beyond

We join with the many friends of Edward McWilliams, popular Elevator Operator, in expressing our deepest sympathy on the occasion of the death of Mrs. McWilliams, his wife, on March 23rd. Mrs. McWilliams had been ill since last August.

Interment was held at the Inglewood Park Cemetery. Joseph I. Finn, Leo O'Hare, Frank Mellentin, I. H. Snyder, Fred Clothier and C. H. Lewis acted as pallbearers.

Celebrates Fortieth Anniversary

On Monday, March 16th, William Wells, Special Messenger for the Executive offices, celebrated his fortieth anniversary in the services of the Company.

During his lengthy term, Bill has served under four Presidents of the Company; General M. H. Sherman, E. P. Clark, H. E. Huntington and George J. Kuhrts and General Managers Fred W. Wood, Colonel C. W. Smith, Epes Randolph, John Muir, Howard Huntington and G. J. Kuhrts.



William Wells

Bill recalls vividly his first job with the Company, that of helping with the construction work of the original offices of the Railway at Sixth and Central.

Upon completion of this work he received some armature winding experience under the direction of J. L. Clarke, now Superintendent of Electrical Repairs at South Park Shops, and later was appointed messenger for the general offices—a position of trust which he has held for many years.

Bill is a product of the old South and hails from Springfield, Missouri. Congratulations, William, and may you have many more anniversaries of this occasion.

For Sale

Four-room house and garage on La-Verne Avenue, three block north of Whittier Blvd.—\$100.00 down and \$30.00 per month including interest, or would take car as down payment. Call RI 4437 or write Conductor I. J. Kramer, 3118 So. Grand Avenue.

Shop Employe has house for sale at 149 West 89th St. Lot 40x137, all clear.

Waltham Watch, railroad, 17-jewel, excellent condition. Room 601 Los Angeles Railway Building.

1927 Super "X" motorcycle, good condition, new tires, \$40.00. H. Gilfillan, Garage.

Modern six-room house, nearly new, garage, lot 40x135. Sacrific \$3950, part cash. Priced \$1000 below present value. 231 East 68th Street. Telephone Twinoaks 2642.

Boy's tricycle, perfect condition, cost \$18.50. Room 601 Los Angeles Railway Building.

OUR FAMILY ALBUM



Way back yonder in 1906 when men were still men and naturally the women were glad of it, those pictured above were banging the gong and pulling the bell cord on cars that operated out of Division Two. The schedules were not quite so tight as at present but they ran true to form even then and it was ever a case of try and get to the other end as quickly as possible and let the other fellow haul 'em. Only two of the bunch pictured are at present in service, namely:

P. V. Matthews and Conductor Pilcher. Way down in the lower right hand corner in the second row can be seen our old timer, Andrew Collins—better known to all his many friends as "Andy". He left our service several years ago and is now a lieutenant in

the Traffic Bureau of the Los Angeles Police Department.

Like many others, he started as a member of our family and is rapidly making his mark in his new line of work. Among those in the picture are "Ernie" Williams, who is the owner of a service station on Foothill Boulevard, "Red" Stephens, so they say, is selling automobiles in the southern part of town and if he can "high pressure" like he could ramble he ought to be a star in his present occupation. Picking out those whose names we can recall they are, Conductors Mann, Langerack, Ross, Keith, VanZante, Maxheimer and Huff, Motormen Mike Tobin and Cheever (both deceased), Young, Timmel, Curley, Haskell, Butts, Wyeth, Booth and Huey.

Appreciation

We wish to thank our friends of the Los Angeles Railway for their kind expression of sympathy, and the beautiful floral offering following the death of our dear wife and mother.

J. C. McHenry.
Frank McHenry.
Elsie McHenry.

* * *

We wish to acknowledge with sincere thanks the kind expression of your sympathy.

Edward McWilliams
Mrs. M. E. Clark
Sisters and Brothers.

For Rent

Furnished front room in private home. \$12 per month. Will care for child in daytime for small additional fee. Call REpublic 0396. H. J. Burke, 1421 Fedora St.



H. N. COLE

Every Monday seems to be Friday the 13th, with Conductor Polly Avila. It was on Monday he dropped his changer and let the car run over it, smashing it to smithereens and flattening his money out beyond recognition. It was on Monday he dropped his watch and broke every bearing, mainspring and starter. And on Monday he feels just as the rest of us do, down and out.

There is one day in the year, the 17th of March, that Caretaker Rafferty never fails to observe. It is not on record as to how he celebrated it, but it is presumed that he smoked an extra box of extra strong cigars and wore the green.

After a bunch of medical students left Conductor Sandberg's car, he put his hand in his pocket and drew out a mummified finger. He is letting it take the place of his rabbit's foot now and finds it very effective.

Two trainmen left the service. One of them asked Eddie Sweets to sell his changer for him, which he did. On seeing one of the men, he rushed to him and thrust two dollars in his hand, only to find out later that it was the wrong man. Eddie is hoping the other man has gone back East.

Conductor Ed Urban gets a great kick out of telling this one on Motorman D. F. Hodges. It seems that Hodges opened his door and invited a Salvation Army man in uniform to enter by the front way, thinking he was a Police Officer. However, he discovered his mistake in time to withdraw his invitation.

Conductor G. E. Robinson stepped on a nail in his garage and after losing ten days and suffering considerable pain, he is back on the job but is displaying a slight limp.

Someone was kidding Conductor Lee Adkins about his bald head and Lee's excuse for it was this: when he had his face lifted, the specialist, in his eagerness to give him his money's worth, overdid the thing and lifted his hair also.

Motorman B. B. Baker is frequently seen around the Division these days and is coming on fine with his arm which was so badly cut when his hand slipped and went through a window.

Motorman A. J. Koltenbaugh, who was badly injured when he was knocked down by an automobile, is out of the hospital and is improving rapidly. He gives credit for being alive to the good nursing received at the hospital.

After several weeks in the hospital for an appendicitis operation, Conductor C. B. Haggard is out and getting on fine.

Conductor D. W. Nycum who has been on the sick list for several months is out of the hospital and was seen at the Division one day last week.

Conductor E. L. Ayers is back on his run after being off for several months on account of illness.

A few weeks of illness and Motorman A. E. Gardner is back in time to take his new run.

The following well known trainmen are included in the sick report: Conductors Ben Loar, H. L. Emmert and A. B. Dial; Motormen J. Rippey, L. P. Holden, J. H. Schrader and R. J. Orphan.



H. F. NELSON

One of the boys received a card from Motorman O. Short, who resigned to do some farming at Crocker, Missouri. He and Mrs. Short arrived there O.K. and

found some snow, but not enough to be uncomfortable. Here's wishing them the best of luck.

Conductor S. J. Bacon drove his car around to the Division the other day to show us something new in the line of radios. He has a seven tube radio built into his Chevrolet, and all that can be seen is a couple of little knobs on the dash. For a while he had us all wondering as to where the music was coming from.

Conductor J. Rose has been granted a ninety day leave of absence to do some work around home.

Conductor J. L. Story secured a thirty day leave to do some work on his farm at Farris, Oklahoma; he has also been granted a thirty day extension to complete the work which he could not finish in the thirty days.

Motorman O. E. Brown is back to work, has been off sick since the first of the year, and had a very tough time pulling through.

Conductor J. B. Dennis missed out the other morning as he was unable to get his car started. He wore out the battery and almost wore himself out cranking, but finally got it started and arrived at the Division just a little too late to pull out his run. While he was busy shining someone took a notion to steal his car, the fellow could not reach high enough to kick out the window so secured a screw driver and attempted to break the window so he could reach in and unlock the door. He broke the window but his arm went on through and he cut the artery in his wrist and almost bled to death before he could reach the Switchman's shack where they took care of him until the police arrived.

Conductor W. W. Lambert resigned a short time ago account of poor health; he intends to obtain some other kind of employment in hopes it will agree with him.

Motorman G. V. Henderson has been granted a sixty day leave of absence and will visit Oklahoma and Kansas, spending most of his time with relatives at Pittsburg, Kansas.

Motormen W. V. Holman and J. J. McDonald have left the service and are now ranching at Nipinnawasee with E. E. Smith, formerly a motorman of Division Two. They left March 22nd via truck.

We wish to extend to Motorman A. L. Goodrich our sympathy, his brother having passed away on the tenth of last month.

Conductor W. B. Herman, who has been in poor health for some time, has resigned and will try outdoor work on a vegetable wagon.

Conductor H. E. Gregory of Division One, who lives across the street from Division Two, has just purchased a brand new Austin, we can't imagine why he purchased this type of a car unless it's because there's just room for two.

Conductor A. A. Shewmaker is again back to work after having his tonsils removed. He says he feels very much better and if he'd known it would make such a difference he would have had them taken out long ago.

Motorman J. E. "Tex" Bourland spent about ten days on the sick list with a

very bad cold. He is again back at work and can be found every afternoon giving the boys their daily pinochle lesson.

Motorman F. Burke is also back at work having been on sick list for nearly two months, he also lost his tonsils while off.

Motorman B. Briggs was called suddenly to Mount Sterling, Illinois, on account of his father being very ill. He was granted thirty days in which to make the trip.

The wife of Conductor Chancey D. Shaffer passed away on March 30th.



Division Three

L. VOLNER

W. F. Cole, a former motorman, who is now flagging at Macy and Alameda, has taken sixty days off duty to visit his old home in Michigan which he left in 1888. While in Michigan Cole will visit his uncle, Dr. John P. Stoddard of Muskegon, who is in his 97th year. Dr. Stoddard has the distinction of being the oldest living graduate of Ann Arbor University.

Motorman J. B. Hodges has returned from a hurried trip to Oklahoma where he accompanied his wife who was called there by the serious illness of her mother. Hodges was forced to return hurriedly, having been called back on account of the sudden death of his father which happened at the home of Patrolman R. E. Parker, a former conductor. The boys of Division Three extend their sincere sympathy to both of these men on account of their loss. Parker not only suffered the loss of his father recently, but he received painful injury to one of his lower limbs, which has necessitated his being placed on the sick list for several days. He accidentally dropped a tear-gas bomb and when same exploded a big ugly wound was the result.

During the past month Conductor E. F. Armstrong was off duty several days on account of the flu. Now that we have only one railroad at grade on San Fernando Road, and a flagman stationed there at the time many cars are pulling in, much of the delay which used to occur on that busy street has been removed.

Motorman H. A. Sharp and Conductor D. D. Smith have returned from a two weeks hunting trip spent near Mexican waters. They not only hunted animals, sea lions, etc., but it is rumored while at Ensenada the hunting for pitchers of beer was very successful.

Class and everything—Manager Tuttle has installed French blinds on the windows of the Car Barn Cafe, which add much to the appearance of this popular place.

Former Conductor M. M. Warren was in from his ranch near Ontario for a few days rest and a visit with old friends.

Since the present symbol type transfers have been in use, it has been the custom of our Transfer Bureau to put out hearts

on Valentine Day, but for some unknown reason the symbol was not used this year on that day, and as we have no Shamrock in our symbol collection, Motorman E. L. Burke says the hearts were saved for March 17th to show that our hearts were with the Irish.

We are pleased to note the return to duty of Motorman T. D. McBride who was seriously injured last July when struck by a hit-and-run driver in the early morning at Avenue 20 and Pasadena. In addition to a skull fracture McBride suffered from two fractured vertebrae in his neck, and for a time it was thought he would be permanently disabled. His return to duty is just another boost for our Medical Department. Their skillful surgeons are keeping our men fit, and we have nothing but praise for the excellent work they are doing.

The boys of Division Three were all glad to see Instructor Joe Hagan show up on the job the 1st of March. Joe is greatly liked by everyone at this Division and while his duties do not keep him with us permanently we feel that it will not be long until he has gained full strength and will be back on the job bigger and better.

Motorman W. W. Yates who has been off on the sick list for several weeks, says he is feeling much better and expects to resume duty at an early date.

A letter from George Dunphy, a former conductor of this Division, says that Denver, Colorado, has lost all its charm for him and his family, and he says just as soon as our Company begins to put on new men his name is going to be seen on Division Three list again.

Owing to a shortage of conductors and motormen at Division Three and an oversupply at Division Five—five conductors and five motormen were released by the latter division and will hereafter be permanent fixtures at the Foothills Division.

Motorman H. E. Crooks, who was severely injured a few weeks ago by an auto at Tenth and Norton, is rapidly recovering his usual good health and expects to resume duty within a short time.

Motorman J. H. Critchett has again resumed duty after several months sick leave. The only thing lacking is his booming voice inviting anyone to engage him in a pinochle contest.

Having read in Azuride what pleasant trips could be made by street car our Superintendent, Geo. E. Ferguson, boarded an "E" car at his home in Eagle Rock, secured a front seat and made the trip to Hawthorne and return. We know he must have enjoyed the trip after a strenuous week in the office and not having to pilot his Chevy for that distance. But the next time he wants to make the trip we would suggest one of our new 1400 cars instead of the 600 type for real pleasure.

SIGNS OF SPRING!

Foreman Reid beginning to yearn for a trip to the barge down near Redondo. Clerk Gilmore spending his Sundays at Wrigley Field. Double decker strawberry shortcake at the Car Barn Cafe. Many motormen and a few conductors having their hair cut.



Division Four

C. J. KNITTLE

How do, folks. For a number of years Division Four has been blessed with a well informed cash receiver, Ray Smith, whose hobby in spare moments is to give advice on such vital subjects as love, law, religion, divorce, crime, bond issues, unemployment, Russia's future and things a young girl should know. Recently, the cash room sage blew himself to a free excursion that ended at a large, new subdivision. A salesman escorted him over the tract, eloquently describing its present and future advantages. "Factories! Schools! Oil rights! You'll double your money in six months as sure as God made green apples!", he bellowed.

"Do you know why God made them?", asked Smithy, meekly.

"Why, no," answered the salesman, plainly annoyed.

"So we wouldn't run out of apple-sauce," replied our good friend. The salesman hurried away.

Conductor W. S. Shields was granted a two weeks leave March 3rd and spent several days at Catalina.

Though the majority of men would choose dogs for pets, Motorman J. W. McKeown has a weakness for pretty cats and it happened a handsome specimen of the feline variety was apparently making its home in the trainmen's room. After watching it a few days, Mac asked the clerk if he thought the cat was lost. The clerk said he believed it was. Mac started looking for a carton to take it home in. The clerk suggested he try the lunch room behind the Division. So in went Mac with the pussy on his arm. "What do you think of the kitty?" he asked. "It's a beauty," said the proprietor. "Have you some kind of a carton I could have?" asked Mac. "Sure," he replied, "how big?" "Oh, large enough to take the cat home in," said Mac. "But you can't take that cat home," says the boss, "it belongs to me." With cheeks aflush our good friend, Mac, set the pussy down and slipped quietly out into the night.

Conductor O. E. Goodwin and wife spent a few days at Mt. Lowe recently.

A touch of the flu and a pestiferous boil put Motorman W. A. Bray on the sick list for three weeks of March.

Conductor L. A. Evans was granted a seven day leave March 12th to entertain relatives who had just arrived from the East.

An old friend, Motorman Tom Vail, paid us a visit March 13th. Tom (the most of us will remember) was struck down by a hit and run driver while crossing Broadway at 51st Street about six months ago. His left leg was broken just below the hip and several ribs were fractured. Tom hopes to get back on the job as soon as he can discard his crutches.

Foreman B. B. Boyd and Clerk E. E. Roffee left for Death Valley March 15th and returned the 20th. They report a very much enjoyed trip although eight flat tires were repaired during the jour-

ney. Four of them happened before breakfast on one of the days.

R. K. Dowell, formerly a motorman here, dropped in on us March 23rd. Dowell is street-carring in San Diego nowadays and said he is getting well adjusted to the new surroundings.

Conductor M. H. Grant has been granted thirty days leave to rest up.

Motormen Dusty Rhoades, W. A. Bray and Conductor W. H. Snow went fishing March 25th but found on arriving at Redondo that the violent winds had prevented the boat owners from getting live bait.

The following day Motormen R. J. Lee and F. H. Jensen made the trip, bringing back a few mackerel and carp.

Conductor E. Wilke is on the sick list at this time having undergone an operation at the Methodist Hospital, March 26th. We wish him a speedy recovery.

The Amos 'n' Andy of the switchmen's force, Frank Ervine and Seega, took a pleasure jaunt in one of those fresh air taxis from Mines Field a couple of weeks ago. It was Seega's first trip to the clouds and after an hour of standing around up there in the sky, Ervine reports he was mighty glad to have the ground come up so they could stop and get off the darn thing.

It looks like Group 16 on the Safety Contest Chart is in for a chicken dinner. Just one slight accident so far. Watch your step, gang.

March 28th was our stenographer's, Mrs. Pearce's birthday and like all modest young women she probably hoped it would pass by unnoticed. Arriving at the Division, however, one member of the staff greeted her at the outer door and offered congratulations. Another wished her many happy returns. Her office was decorated with placards bearing bits of advice and a bouquet of vegetables graced the typewriter. Mrs. Pearce accepted them all and had a hearty good laugh with the bang but we must add that a beautiful bouquet of real flowers was also presented to Mrs. Pearce and we hope she will have many more happy birthdays.



Division Five

FRED MASON

Well boys, the pinochle tournament got off to a good start as far as we are concerned and here's hoping that the good luck stays with us throughout the tournament. In our first series at home with Division Four we took the first three games and dropped the last two, which of course gave us the odd one. On our visit to Division Four in the next series, however, we made a clean sweep, taking the whole five games. Good luck to you Bert and Jack; bring back that cup.

Talking about Division Four, somebody called our attention to Clarence Knittle's item in the last issue of "Two Bells" regarding a hunting party which took place at Catalina on Friday the 13th,

wherein said party shot thirteen goats. The item concludes with "They returned two days later." Well, anything is liable to happen on Friday the 13th.

Our old friend "Dad" Fisher dropped in to see us a couple of weeks ago and after trimming several of the boys at pinochle, went back to his ranch very happy. Come again "Dad" and stay longer next time.

Another old timer was in our midst just recently and he and Acting Superintendent Danny Healy had quite a nice visit. The old timer was none other than J. W. McElroy, who used to be Information Man, and who is now on the Special Roll. Despite his seventy-seven years of age, McElroy is looking wonderfully well and we are looking forward to future visits with him.

Conductor M. B. Wallace is on a thirty day leave of absence and is taking a trip back to Oklahoma City. He is due back on April 15th, 1931.

Motorman T. C. Whitmore has resigned to take up other work with a local office fixture and furniture company. We all wish him the best of luck.

Conductor John M. Bean has transferred to Division Four on a trade with Conductor J. St. Claire of that Division. Good luck to you, John, and welcome, St. Claire.

According to Motorman Ed Kasal, the man who said "When it rains it pours," didn't say the half of it. Ed had the misfortune of figuring in a bad automobile accident at 54th and 5th Avenue on Monday, March 23rd, when accompanied by his wife and Motorman H. T. Smith's wife. Mrs. Kasal was badly cut by flying glass and Mrs. Smith was also badly cut by flying glass, in addition to which she received three fractured ribs. While Ed escaped with a bad shaking up, both the ladies had to be rushed to the Receiving Hospital. Three days later, Ed was going home from work with Conductor C. S. Lashbrook, who was driving, when there was another smash-up, and this time Ed received injuries to his shoulder and hand. Lashbrook, very luckily, escaped unhurt. Here's wishing every one of them a speedy recovery.

Conductor Wayne T. Ammons has resigned and is going back home to Knoxville, Tennessee.

We are now on the last month of the Safety and Courtesy Contest. Watch the sheet, boys, and let's see who eats.



Shops

JACK BAILEY

The competitive spirit seems to prevail at our Shops not only in foot racing, horse shoes, and goofy golf, but in quoit pitching as well. Our recent quitois tournament was won by Carpenter A. F. Kilgore; Electrician H. Lendy took second place, and George Yale rated third.

Oh, day of days! Carpenter Tom Frew can grin all over the place now, his fourteen departed teeth have been replaced by some of the manufactured variety.

Really, it is fun to watch Tom suppress a smile.

It seems as though wonders will never cease. Bob Wallace, Clerk of the Carpenter Shop Office, in the presence of Ye Scribe and Editor W. T. Shelford himself, with tear stained eyes explained that he was at one of our baseball games and witnessed the bat breaking contest put on by the boys, and would we accept a donation for replacements. Well, after we had all recovered from the shock and had a good cry and a glass of water around we made it clear to Bob that he should never again make a break like that in public. Padded cells you know.

Carpenter Ed Holt, female voice impersonator, has had to postpone a few of his engagements on account of a few teeth extractions.

Carpenter Ray Ernst has recovered after the shock of visiting the border city and risking a little on Lady Luck. If Ray had quit when—Ah you know, same old story.

We have our miniature golf courses so we must have our miniature cyclones. Miniature h---, says Carpenter Frank Dyer and Painter Foreman Lee Crump. These boys were caught in a little wind twister last week during our windy days. A few eye witnesses who saw Frank and a car seat going around and around in a cloud of dust would have had to look fast to see a streak that was headed for the pit, which when the dust, ladders, seats and saw-horses came to rest, was found to be Lee Crump.

Herman Furrer, Assistant Foreman of the Electrical Wiring Department, is reported recuperating at his home after being confined on account of a minor operation.

Bob Frampton, of the Winding Room, was reported off sick for a few days on account of the flu.

Ted Ormston, of the Winding Room, is staying home with the wife on account of a big toe that just can't get along with its nail. Not to be outdone in any line, little brother Sid is going to prove to the world that two can live as cheaply (if not as happily) as one, in the same cottage. We are for you Sid and wish you and the girl friend success in pursuit of health, wealth and happiness. We think we know the date.

Our old friend "Randy" Randolph, Store Receiving Clerk, experienced the work of a team of pickpockets, himself being the victim—almost. He was approached with the usual "Got a match?" which exposed Randy's four one dollar bills in his vest pocket. In the act of lighting his cigarette the first man was bumped into by a confederate and would have gotten away with the act if Randy had not become suspicious and summoned an officer and gave chase which resulted in an arrest. Good work Randy.

Some fellows get miles and miles out of a gallon of oil; and others tell the truth. Machinist Joe Harlow is the honest fellow and the others stay all night on the lot trying to start his Erskine.

A certain blacksmith had better watch out or he will lose his box-lunch girl at Avalon and Slauson. The boys discovered in Watchman D. C. "Doc" Farris'

shack some very convincing evidence.

Truckman John Glynn plus teeth extraction equals mush.

A nice looking girl was asking me the other day why B. S. Rivers, Machinist, had changed his boarding place.

Truckman Joe Schreiber, who underwent a tonsil operation, is reported on the up and up.

Truckman J. Mathis has traded his \$250 radio for an old fashioned Victrola. History repeats itself, says John, and I do like to get back to old "Annie Laurie."

What is that stuff that Truckman Jim Davison is using on his hair, pardon, I should have said head?

P. Duhaney, of the Paint Shop, has left the service to return to his native home in Jamaica.

Joe Gordon, Blacksmith Foreman, is in the Methodist Hospital after undergoing a severe operation recently. We understand he is getting along fine.

Joe Rizzo has returned to work after having been off for the last two weeks. We understand he had a fight with a police dog.

We extend our sincere sympathy to the many friends and relatives of Carpenter E. H. Caswell, who with his wife was seriously hurt in an auto accident last March 15th. Ed never regained consciousness after the crash and passed away March 21st. The interment was held at Valhalla Memorial Park at Burbank. Boys of the Shops acting as pallbearers were: M. Wassel, W. Davis, R. H. Carewood, F. Domeika, W. A. Jones and H. V. Campbell. Mrs. Caswell will recover and now we again extend our heartfelt sympathies in her sad bereavement.



Motor Coach Division

J. H. McCORNACK

This month's bowling contest between the Motor Coach Division and the Garage started off with a bang, or rather an argument. After a few thousand "we wills" and "you won'ts" the Garage won their part of the argument but lost the game. The following games have been just as exciting. In the very next the Garage was only nosed out by seven for total pins and this happened in the last frame when Oliver put one in the gutter against Goehler, making himself a star by striking all the way out. Goehler was able to keep his hot arm in the little inspiration contest that followed which had quite a flattening effect on the spirits and purses of Bob Gay, Hinze and Phillips. Bob Gay, P. Dille, H. Donart, H. Turner, J. Biely and G. Goehler have now graduated to the Luxor House League sponsored by Frank's Cafe. Bob Coenan, F. Phillips, Sr., H. Eimers, R. Hinze and F. Phillips, Jr., will be in the same league rolling under the name of No. 1 Team. This league rolls on the Luxor Alleys every Tuesday evening and these teams will eventually meet again. A "chump" team consisting of P. Murray, W. Smith, Stinky Davis, G. Dodrer, F. Sherwood and D. Records has been or-

ganized and they issue a challenge to the remaining bowlers of the Garage or any other department to keep up the Friday night games.

V. Biggers and W. Daly are leading in the pinochle contest for the meal ticket from Frank's Cafe.

Ask J. J. Dyas how he got the nickname of "Daddy".

Supervisor D. Shantz will even try adjusting the voltage regulator to make the buzzers work.

F. Sherwood received a brand new Roger Hornsby bat for his home run in the March 22nd game.

B. Kelley thinks Austins make splendid ornaments for tea rooms anyway.

G. B. Swisher has been granted a thirty day leave of absence starting the 5th. He is going to visit relatives at Redlands and take a rest at Forest Home.

Poor "Chump" Davis. Everyone beats him at pinochle. Murray trimmed him at Chess and now Sherwood lets him down hard at snooker.

L. Besenty is trying to solve the parking problem on 16th Street by buying an Austin.

J. Simmons has resigned from the service to go East after an enviable record of four years.

R. O'Connor says the bandits are becoming more thorough. One called upon him at Bonnie Brae, taking his glasses, purse, money and cigarettes.

D. E. Kelly is taking a rest at San Bernardino on his thirty day leave of absence.

It has just leaked out that shortly after Pop Campbell (our Scotch cashier) was married that it was necessary for his wife to have an operation to remove her adenoids and tonsils. The doctor told Pop that his wife should have had the operation done when she was a girl, and Pop promptly insisted that the bill should be forwarded to his father-in-law.

This following conversation was supposed to have taken place between G. H. Filer and Mrs. Filer. She (reading Shakespeare): When I go to heaven I am going to ask Mr. Shakespeare if he really wrote all of this stuff. He: Suppose Shakespeare didn't go to heaven? She: Then you ask him.

GARAGE

Dean Ovard has purchased another boat but not the one he toured the United States in. This one is 16 feet long and equipped with an outboard motor. It will do about 30 miles per hour when right side up. If Dean works on the motor all week he can get about two hours of nice cruising on Sunday. But Claude can't. Sailor Claude finds it very hard to attract a rich acquaintance's attention from the shore when he is passing by on his private yacht.

Clarence Marine made the office seem like old times by pinch hitting for Wm. Decker during his illness.

Reports are that a dancing exhibition can be witnessed by following Buck Jones to the Rainbow Gardens.

J. Smith of the Stockroom closed the season on mustaches but not quiet soon enough for Bob Coenan and Paul Wood.

It has been suggested that one side of the Twin Coach pit be painted black and the other green.

Yes sir, Lane's table came back but without the castors. They were delayed about an hour and now are gone again.

Buck Jones is the first to ask for a vacation. Believe it or not, he wishes to go octopus fishing in Nevada.

St. Patrick and Thomas Casey celebrated their birthdays together again this year. St. Patrick received a trifle more prayers and praise but Tom is satisfied with a nice pen and pencil set.

You should see Sam Turner chew gum. R. Taylor's wife and little boy are having a very painful time with their ears. His boy has had to have his lanced and is some better.

Wm. Hambly has gone into the real estate business. He now has two more houses moved in on his lots.

After breaking in on Whites for three years Sullivan and Keller have decided to let Baker try out on Twin Coaches.

Most of the men wash their tools with gasoline but W. Jacobson takes his flashlight to the basement to wash it.

Jackson and Gilfillan now have a competitor. E. Smith says he used to throw red hot horse shoes over the Blacksmith Shop barehanded.

It is reported that E. Sullivan put a truck body on his Star so it would be worth something.

George Borgrebe got a good haircut for 35c.

Jimmie Deam is getting up in the world now. He was allowed to repair the ventilators on a Twin Coach.

Lee Bignall has been transferred to grease rack overseer on the Third Shift.

The Garage Department through this column extend their wishes for a speedy recovery to the Manager of the Personnel Department, R. A. Pierson.

DO YOU REMEMBER WHEN:

Penny didn't have a radio. . . . Keller wasn't sunburned. . . . Bignall's aunt bought his underclothes. . . . Sam Turner had teeth. . . . Steen Parker was on the Day Shift. . . . Lane had a little table. . . . Wally used to imitate auto horns. . . . Paul Wood lost his mustache. . . . Dean was the proud owner of a Chevrolet sport touring. . . . Oliver went to sleep with an extension cord lying across his leg. Fleetwood was in the common class of automobile owners. . . . Earl had a girl. . . . Scotty operated the still. . . . Harry Van Den Burg claimed that the Hupmobile people made their steering gears backwards. . . . Andy threw Jimmy Deam for the wrestling championship of the Garage. . . . Hinze used to win every time he bought a chance on anything. . . . Bob Coenan and F. Phillips got speed tickets when racing each other.



H. K. CONACHER

DIVISION ONE

H. Ogden spent a week up in Oregon last month trying out his new Auburn sedan.

Introducing F. M. Bruner, the new man on the Night Shift. Glad to have him with us.

Thos. Oakes is at present off on the sick list with a broken foot.

E. L. Nolton and D. H. MacFarlane, having decided that they were missing something, recently purchased new cars with which they expect to take in a little scenery.

DIVISION TWO

J. T. Marsden was off on the sick list for a few days last month, but is now back on the job again.

Doc Mullins, Chas. Scudder and Geo. Singer were shaken up a bit, when, while coming to work in Doc's car one morning last week, they were involved in an argument with a Buick roadster.

Jack Bradley and wife had a big moving day during the last of March, and are now living nearer to the Division.

Ben Kutsunai, Foreman of Car Cleaners for the last four years, resigned on March 1st and is to engage in the hotel business. We wish you success in your new venture, Ben.

A letter was received from Herman Tafel, a former employe who is now in Louisville, Kentucky. He is managing a tire store in that town and doing fine.

Jack Knight, who recently resigned to enter another field of work, has been welcomed back into the gang and is now teamed with "Babe" Brown. There is many a pound of beef in that combination.

Chas. Mullins and family enjoyed a trip to Arrowhead and Big Bear Lakes one Sunday during March.

The W. S. Cohn home on East Fifty-seventh Street was the scene of a wedding and reception on March 4th, the happy occasion being the marriage of Sam's oldest daughter, Rita.

DIVISION THREE

C. Binkiewicz is back on the job again after being off for several weeks with a burnt hand.

G. B. Magin, who was injured last month, was around to see us last week and says that he is getting along fine.

DIVISION FOUR

J. W. Melvin, Foreman, has returned to work after spending a week in the Methodist Hospital. No more "Often Cookies," Joe.

Introducing Henry Watts, the latest addition to our gang. Glad to have you with us, Henry.

L. G. Lee has resigned and is going back to South Dakota, to try his hand at farming. We were very sorry to see him go and all join in wishing him the best of luck.

Since Chas. Furrer has learned the art of rolling out bent fenders, Tom Watts has seen to it that he has had plenty to do.

No, that is not a new car that "Shorty" Johnston is driving, just the results of a bottle of polish and a little "elbow-grease".

DIVISION FIVE

Geo. Macqualters spent a Sunday at Catalina Island recently, showing the Chicago Cubs how they played baseball in Canada.

H. W. Lund is now sporting around in a new (?) Maxwell.

We extend our most sincere sympathy to W. F. Ellis on account of the sickness of his wife and children, and hope for a quick and complete recovery.



H. I. SCHAUBERT

Influenza got the best of Sam Mouser and laid him low for a week. Quite a novel experience for "Iron Man" Mouser.

Leonard Schmidt won a three week's battle with inflammatory rheumatism and has returned to work. Much to the relief of Pat Rooney who was forced to spend a few nights in the company of the night work train crews while Leonard was off.

Ben Weatherbee is the new Watchman on Johnny Hagerman's gang. He replaces Bill Bramlette, who is now working as a Welder with Mike Finn.

Another recent addition is that of H. J. Dyer, son-in-law of Supervisor E. C. Fleming. Dyer is working in Carle Hefington's place on the patching gang with Charlie Ware, while Carle goes on nights with Bob Gates installing special work in the downtown district.

Johnny Hagerman has as usual drawn a tough assignment, that of reconstructing North Broadway from Ord Street to Bishops Road. The portable track will again be put to good use on this job.

Pat Connolly is to take charge of the Vermont Avenue Dump to dispose of waste material from the North Broadway job. He has been granted permission to increase his gang by eight men. Evidently Pat expects Johnny to give him plenty to do and rather than disappoint Pat, Johnny is putting on some extra men himself.

Jack Glover has returned to work after an illness which lasted for over a month. The recent warm weather worked wonders with Jack; for, with the announcement that he was ready to return to work, he blushing admitted that he was married. Yes, he passed out a big box of cigars and they are all gone. Fleetwood was present.

"Bad" Bill Swearingen is more concerned over his reel thumb than most bad men are over their trigger fingers. The recent operation performed on his hand was entirely successful and Bill is happy again.

Mother Nature did a better job than "Doc" Robey in the demolishing of the obsolete cars which were wrecked in the Vernon Yard Dump. Spontaneous combustion caused them to catch fire the other night, making it an easy matter to pick up the scrap iron after it had cooled.

Dame Fortune has smiled on Charlie Fields. He was recently left a very tidy sum from the estate of a relative who lived in the East. Need any help Charlie?

Cavanaugh claims that professional jealousy played a part in the depositing of several pounds of rock down the back of his neck while he and J. J. Johnson were installing the new belt on the Vernon Yard rock elevator.