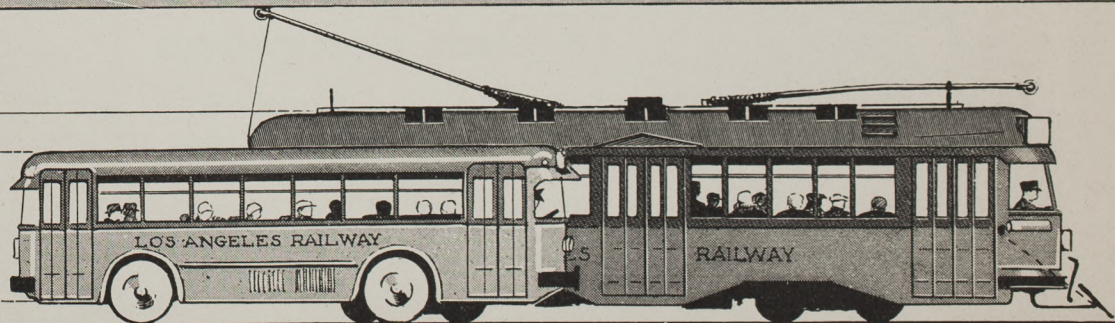


# TWO BELLS

## THE FORCE OF CHEER

Business is dull; can't sell a thing.  
The dog won't bark; the canary won't sing.  
The radio statics; the wife has the "flu."  
Got a bill today saying "the rent is due."  
Tires are all flat on the family bus.  
Got a thousand things to make me cuss.  
Yet I met a friend on the street today  
Who had the unholy nerve to say:  
"How are you, old top? You're looking fine,  
Without even a worry to burden your mind."  
I answered him back, strange but it's true:  
"I'm fine, old fellow. How's it with you?"  
This is the thought I wish to bring—  
The force of cheerfulness is a POWERFUL  
thing.

Selected.



VOLUME  
TWELVE

JUNE  
NINETEEN THIRTY-ONE

NUMBER  
SIX

# EDITORIAL

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## Our Birthday

**W**ITH the publication of this issue Two Bells celebrates its eleventh anniversary. Those who have been charged with the responsibility of issuing it every month have earnestly endeavored to make it a successful medium for the dissemination of news and happenings in our big family. If our publication has pleased you, has furnished information, broadened your scope of knowledge a bit, or has provided some pleasure for you, we feel amply repaid.

On entering our twelfth year we wish to thank our fellow workers for their cooperation and loyalty, and to solicit a continuance of that same assistance and good will so that Two Bells may truly "Go ahead."

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## Flag Day

**T**HE FLAG first rose over thirteen states along the Atlantic seaboard, with a total population of some three million people. Today it flies over forty-eight states extending across the continent and over great islands of the two oceans.

It has been brought to this proud position by love and sacrifice. Citizens have advanced it and heroes have died for it. It is the sign made visible of the strong spirit that has brought liberty and prosperity to the people of America. It is the Flag of all alike. Let us accord it honor and loyalty.

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## The Glorious Fourth

**O**N JULY 4, 1776, our progenitors threw off the shackles of servitude and oppression, of thralldom and domination, and on behalf of all the people of the thirteen colonies, they declared for a free and independent country.

On this day, set apart as Independence Day, we justly honor and revere the memory of those patriots whose fortitude made this great nation possible.

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## To Dads Everywhere

**I**NSPIRED poets have contributed wonderfully in verse and poem commemorating Mother's Day. After a struggle of twenty-one years, Father's Day, which is June 21st of this year, has attained its seniority. The idea of Father's Day was first suggested by Mrs. John Bruce Dodd of Spokane, Wash., in 1910 and Congress recognized the day four years later.

The sentiments of the day may be differently expressed than for Mother's Day but the same affection and respect is existent in our hearts. Let us send a word or two of cheer "To the best Dad ever."

# TWO BELLS

A Herald of Good Cheer and Cooperation

Volume Twelve

June, Nineteen Thirty-one

Number Six

Published Monthly by and for Employees of the Los Angeles Railway

JANET C. McNEILL  
W. T. SHELFORD

Publicity Manager  
Editor

## Playing The Game Keynote Of Meets

Courtesy, safety, correct operation and economy were the salient points featured in a series of talks given at division meetings during the week of May 25th by John Collins, Superintendent of the Meter-Mileage Department and R. H. Hilf, Special Representative of the Transportation Department, as principal speakers. E. R. Dye, Operating Superintendent, presided at each meeting.

In opening his talk, Collins outlined the general condition of affairs on other railway properties throughout the country, pointing out that many companies were unable to carry out contemplated programs and that many are working only four days a week, also tearing up tracks, reducing wages, laying off men, making faster schedules. Other properties are asking for increased fares in an attempt to meet the effects of the depression.

"These so-called economy practices tend to make things worse. We are not going to talk about it any more, we are going to try to stop the leaks, and put in a system of economy that will not hurt anybody but will be rather a benefit. We believe you are intelligent enough to realize that. We want to keep every man on the job, and we want every man to be optimistic. We want to shake fear from our minds as fear will throw a panic into our purpose.

"Teamwork is the thing that keeps the organization in fit condition. When things go against us that is the time to get back of your boss and give your wholehearted support and cooperation. Cooperation is not a word, it is not a gesture, it is not a pat on the back—cooperation is your loyalty and enthusiasm in playing the game according to the rules.

"In our work we are placed in the position of playing hosts to our guests. On your cars you motormen and conductors are the hosts and your passen-



A glimpse of the meeting at Division Three with John Collins, E. R. Dye, R. H. Hilf and George E. Ferguson presiding. George is proudly displaying the flowers, home products that some of his trainmen gave him for the occasion.

gers are your guests. Slamming doors in the faces of your guests is not cooperation, it is not good business, it is not economy and it is absolutely not right.

"You men can make or break the company. Treat your passengers with the same courtesy that you would treat your guests. Courtesy, safety and correct operation is economy. It will pay you, pay the company and do away with friction, worry and waste."

In referring to meter results, Collins pointed out that many extra men are running 10 to 15 points less than regular men on the same trips, but he was firmly convinced that the older men were still young enough to learn and that they were learning, and breaking themselves of bad habits formed over a long period of years.

In this connection Collins read the results of records before and after instruction on the various lines at the different divisions, pointing out that a 11.15% saving in power had been effected.

"Each motorman knows what he is doing every day by his meter readings," concluded Collins, "and if each man watches his meter he knows whether he is adding or deducting from the company's assets."

The next speaker was R. H. Hilf who emphasized the importance of courtesy and good records. The Los Angeles Railway, he pointed out, is not a mercantile organization, but a public utility organization. "While we do not sell food, clothing or household goods," he said, "we are engaged in the business of selling transportation and it is necessary in our business the same as in other businesses to take stock, from time to time, by checking up on our records.

"Now, Mr. Collins has discussed with you in a very able manner the methods of operation so far as economy is concerned. He has shown you that certain economies will be to your benefit and to the company's benefit. The company's business is not so good. We know that the revenues for the last two or three years have gradually dropped month in and month out. The Main Office expected things to pick up last fall and so far as I understand, that has not come about. On the other hand there has been a gradual going down.

"It is not the intention of the railway to make any cut or take any measure that will throw people out of employment so these meetings are held so that you may become acquainted with conditions and have outlined to you what can be done to correct

these things so that the company may prosper.

"In the last eighteen months the U. S. has been going through a very great depression. People have been thrown out of employment by countless thousands. The Department of Commerce of the United States informs us that there are six million people out of employment."

To offset any layoff Hilf urged his listeners to examine their records thoroughly, as those who did not conform with the rules and regulations, who failed to do the things they should do would be the ones to go first. He stated that he believed to be forewarned was to be forearmed.

In concluding his talk he cited specific cases wherein discourtesy had been quite disastrous to the treasury of the company in claims and urged the trainmen to induce people to ride as much as possible and to transport them safely and as expeditiously as possible.

In assuring terms, E. R. Dye, convinced his listeners that "there is nothing in the minds of the management to cause us to believe that there will be a cut in the force of men. It is true," he continued, "that several men were laid off some time ago but they would have automatically laid themselves off on their own records."

"We have absolute confidence that your superintendent can judge every case coming before him. We have absolute confidence in his fairness and when he says your record is such that he cannot retain you in the service, we cannot do anything for you. It is not a pleasant task for a division superintendent to take a man out of the service, but it has to be done. It is also unpleasant to have a man come into my office asking for an appeal. Keep your records good and then you will not need to come into my office with the thought in mind of getting your job back."

## DIVISION ONE SMASHES SAFETY RECORD

When it comes to safety in carload lots you have to hand it to the boys of Division One who again established a no hit, all kinds of runs and no error record, on Sunday, May 31st, the third accomplishment this year.

On Sunday, March 15th, they operated their cars safely for 10,318.56 miles and on April 19th, 10,383.67 miles. Now comes the latest report on May 31st that they have added 10,315.10 miles, making a total of 31,017.33 miles so far this year without a scratch, scar, mark or blemish of any kind.

Inasmuch as Superintendent Eddie Williams and his record-breaking boys are making this a monthly habit, it might spread to other divisions. So far we have not heard of any cases, but our readers can rest assured that if we do, the reports will go in real black print. Yes, sir!

## NEW TYPE ELECTRIC SWITCH

W. H. "Bill" Snyder, Chief Supervisor, is not demonstrating a new kind of setting up exercise, but rather the serious business of throwing the latest type Cheatham electric switch whenever manual operation is necessary.

This new piece of equipment has been installed recently at 11th and Broadway on the southbound track. On account of this switch having a much heavier locking spring pressure on the switch tongue, a rod has been provided which operates the switch tongue in the event of failure to throw in proper direction. The rod is part of the ground box and after it has been used it must be replaced in slot provided in the box.

Figure No. 1 shows the rod as it is lifted from groove in ground box and Figure No. 2 the position of the rod when throwing switch.



## Main Street Track Job Under Way

Track work on South Main Street, from Slauson to Florence, is now under way by the Engineering Department. The electric shovel is making dirt fly south of the 61st Street crossing. One hundred and sixteen pound girder rail, with standard ballast, is being used on this extension job.

## Witness Report Improves Accident Down

Divisions Four and Five bettered their average for witnesses during May, and Divisions One, Two and Three averages were much lower than in the previous month.

We are listing the comparative averages below:

April		May	
Div. 4	6.71	Div. 4	7.05
Div. 3	5.99	Div. 3	5.89
Div. 5	5.25	Div. 5	5.49
Div. 2	5.01	Div. 2	4.67
Div. 1	4.47	Div. 1	4.17

## Accidents Decline

The total number of accidents has reached the lowest point so far this year. For the month of April, there were 1217 and for May 1172. The average witness card per accident increased two points. The figures for April were 5.44 and for May 5.46.

## Knights to Go East

Daniel Healy, Acting Superintendent of Division Five, and Howard Taylor, Draftsman, Engineering Department, members of Los Angeles Commandery No. 9 Drill Corps, will leave Los Angeles on June 19th for the Triennial Conclave of Knights Templar in Minneapolis.

The conclave is being held in that city from June 22nd to 27th, during which time commanderies from all over the country will participate and compete for drill honors.

## Big Drop In Complaints Bouquets Grow

Discourtesy, Fare and Transfer Trouble, Passing up Passengers, Carrying Passengers Past Stop, Dangerous Operation and Miscellaneous complaints decreased noticeably for May, which shows convincingly that it is beneficial to adhere strictly to the rules of courtesy and careful operation.

The complaints for Starting Too Soon, Short Change and Service increased slightly for May.

Here are the comparative figures:

Discourtesy 20 in April, 13 in May; Fare and Transfer Trouble 42 in April, 33 in May; Starting Too Soon 9 in April, 10 in May; Passing Up Passengers 7 in April, 5 in May; Carrying Passengers Past Stop 5 in April, 4 in May; Dangerous Operation 3 in April, 1 in May; Short Change 8 in April, 9 in May; Service 4 in April, 6 in May and Miscellaneous complaints 45 in April, 25 in May.

The total number of complaints for April was 143 and for May 106, a decrease of 37.

### Commendations increase

There were 45 commendations in April and 54 in May. The number of men commended at each Division was: Division One, 11; Division Two, 11; Division Three, 28; Division Four, 12; Division Five, 8.

## Bowl Symphonies

The first concert night of "Symphonies Under the Stars" in Hollywood Bowl is scheduled for July 7th.

Guest conductors who will direct the orchestra programs during the eight weeks season include Walter Damrosch, Sir Hamilton Harty of England; Pierre Monteaux of France; Artur Rodzinski and Alfred Hertz. Among the soloists famous in both America and Europe are Queena Mario, Metropolitan Opera soprano; Kathryn Meisle, internationally famous contralto; Richard Crooks, tenor; Richard Bonelli, baritone and Albert Spalding, violinist.

In addition to the vocal and instrumental music there will be two great ballet presentations in which upwards of 140 dancers will appear. The ballets are being specially organized for the Bowl's tenth anniversary celebration.

## Last Minute News

R. A. Pierson, Manager of Personnel, and Mrs. Pierson, are on their way to Alaska. This will be not only a vacation trip but will afford a much needed opportunity for Mr. Pierson to recuperate from his recent very serious illness.

## ▼ PINOCHLE CHAMPS DEFEND TITLE ▼



When Greek meets Greek they usually start a restaurant, but when pinochle champions and challengers get together,—well, anything is likely to happen. The champs this time trounced Bob Hill and his partner, C. W. Allen, four games out of six.

Whatever it was that R. B. Hill, Manager of Transportation and eliminator of pinochle champions, fed the cup winners prior to the game on Tuesday, May 19th, it certainly had the effect of raw meat on the champs, who copped four games out of six.

With T. J. Kelley and W. D. Billips on their own home ground at Division Two, Bob Hill and his anchor man, C. W. Allen, did not get much of a break, at least in the first game. The champions took it with a big margin. The second game, however, was very close. Division Two went set first hand then ran into a big meld on each following deal and finally won out.

The third game was also very close. In the last hand Division Two bid 22 and just made the bid winning the game, although it looked as though Billips was going set. Kelley came to his rescue by holding trumps. That made three straight games for the champs.

In the fourth game the challenger and his partner reversed the order of things. Division Two went set in the third hand for 25 which proved to be the deciding factor in the game.

The fifth game was very close, the challengers winning out in the last frame. The bidding was very good and the champions lost out after fighting to the last ditch.

As a night-cap a sixth game was played. With the challengers leading 99 to 60, Bob Hill ran up a bid to 44 in the fifth hand and failed to make his bid by only one point. In the last hand the challengers had no meld and the champs won the game, settling the argument as to whether or not they can really play pinochle and earned the right to have their names

engraved on the trophy. Also the trophy, by virtue of their playing, has a perfect right to repose peacefully in the office of Superintendent T. Y. Dickey.

Umpiring of the challenged series was furnished by F. B. Slaughter of Division Two and T. H. Speed of Division Four. After various methods of calculation had been worked out, these two fellows finally agreed that the champions won four games out of six. That was a big help.

The players are looking forward to a tournament next year when it is hoped that another cup will be presented. The Motor Coach Division has expressed its desire to enter the tournament.

## Broadway Job Under Way

Track work commenced May 21st on South Broadway from 93rd Street to 114th Street by the Engineering Department as flat cars began hauling away tons of dirt in one of the company's biggest excavating jobs.

This section of the system will be transformed into an attractive private right-of-way bordered with curbs and equipped with passenger landings.

## Courtesy Tour

Through the courtesy of C. A. Wehbert of the Columbia Steel Corporation at Torrance, some sixty employees of the Los Angeles Railway were guests of the steel corporation on a personally conducted tour. In the appreciative audience were members of the Engineering Department who found the tour to be of a highly instructive nature.



"Here's one tire that got snubbed and, believe it or not, it required a major operation to get this," says Bob to Bud as he points to a snubber case that was responsible for the low down feeling suffered by one of our coach tires in particular.

And so we take pleasure in presenting to our readers this month, Bob Coenan and Bud Miller, tire surgeons of the Garage, who are responsible for the motley collection of nails, screws, springs, spring clips, nuts, tire valves, washers, broken glass, bones, hub caps, and many other spare parts they have removed from tires that have come in absolutely flat.

The display in front of the puncture specialists represents the pick-up of two months and a great amount of delay to service occasioned by flat tires. Motor coach operators might well take a look at this picture and get an idea of what they contribute to an unwanted collection. It surely spells ruin to many a good tire.

### Art Creations to be Displayed

Under the auspices of the oil painting class of Polytechnic High School, lovers of art will have a chance to see numerous exhibitions of paintings on display Tuesday evening, June 16th, from 6:00 to 9:00.

The exhibits can be seen in Room 139 on the ground floor of the main building situated at 400 West Washington Street.

George Campbell, Chief Draftsman of the Drafting Room, Engineering

Department, will have about six of his canvass creations on public view. Admission is free.

### Legion News

St. Mary's School had a flag and a flag pole but no means to raise the star spangled banner due to a broken pulley. They raised everything else around the campus and finally called upon Sunrise Post to help them out. Supervisor Gilmore can raise a good many things also, so he in turn called upon Lloyd Yeager, Superintendent of Lines, to help out in the situation. Yeager dispatched H. Lehman and H. Zehner of his department to the scene where different tactics were tried without avail. Not to be foiled, one of these men climbed the pole, repaired the pulley and fastened Old Glory to the top amid cheers from the students.

On May 27th the event was celebrated by a flag raising given by the Roosevelt School R. O. T. C., attended by Sunrise Post and auxiliaries, so now the students are happy.

\* \* \*

On Sunday, June 14th, Sunrise Post is staging a barbecue and picnic in Sand Canyon situated in the Malibu ranch. A caravan of automobiles will leave Sunrise Post headquarters at 7th and Fresno at 8:30 a. m. The highways will be sign posted specially for the occasion. There will be a variety of sports during the day.

## Compass Club Members Visit Covina Home

If any of the young kids from six to sixty didn't enjoy themselves at the entertainment given by the Los Angeles Railway Square and Compass Club on Friday night, May 22nd, at the Covina Masonic Home, then they ought to have their faces lifted and permanent smiles molded in them.

One of the finest programs ever arranged for the kiddies was received with rollicking laughter by approximately three hundred persons, young and old alike; it almost threatened the structure of the Home. Included in the bill were juggling, ventriloquist and sleight of hand acts interspersed with comedy. Three young ladies of Bethel No. 36, collaborated in the program with singing selections and recitations. As a fitting climax the Junior Hillbillies of Beverly Hills gave a musical score that called for several encores.

Owing to his absence from the city, John Collins, president of the Club, was unable to be present for the visit to the Home which he had helped to plan for many months. Phil Klingel-smith acted in his stead as "Master without ceremony" and turned the introduction of the entertaining artists over to Walter Trask of the Entertainment Committee.

To add to the thrill of the affair, a caravan was formed at Palestine Lodge, 41st Place and Figueroa Street, under city police escort. Two twin coaches of the company headed the caravan and scores of automobiles followed in the line up. The caravan was greeted at the eastern city limits by a police escort from the county and a through right of way was provided to the Home.

Recognition is very much in order for the concerted action of the officials of the company and for the many members of the Club by whom this delightful trip was made possible. Honorable mention is also in order for the splendid performance of the twin coaches furnished by the Garage personnel. With the cooperation of the Coach Division and the Police Department the trip went through without a hitch and the entire evening was successful to the point that everyone who was fortunate enough to be present will remember the occasion for some time to come. Jams and jellies were donated to the Home by members of the Club.

### Service Discontinued

Due to lack of patronage, service on Line "2" was discontinued June 1st.

## New Vets' Club Forms For Employees

All employees of the Los Angeles Railway who have served in any naval or military force, at any time, and can produce an honorable discharge from such, are invited to attend a meeting of the Los Angeles Railway Veterans' Club to be held on the fourth floor of Patriotic Hall, 1816 South Figueroa Street, Wednesday, June 17th, at 8:00 p. m.

Some matters of importance relative to the formation of the Club will be discussed at this meeting.

The policy of the Club shall be of a democratic and non-sectarian nature and shall not be affiliated in any manner with any political organization. The aims and objects of the Club shall be to unite in closer bonds of friendship all ex-service men who are employees of the company. Remember, you do not have to be a war veteran to become eligible to membership.

At a preliminary organization meeting held on May 27th, Conductor W. S. Culver of Division One was appointed Chairman pro tem. and Foreman J. A. Madigan of Division Two, Secretary pro tem.

The purpose of such a club is receiving considerable support and it is expected that employes will avail themselves of the opportunity of attending

## CAR BARN CAFE CATERS TO CLIENTELE



The place where your purse and appetite harmonize, the Car Barn Cafe, is consistently living up to its reputation of providing the best of everything at the lowest cost.

The thirty cent lunch has an assortment of tempting dishes that are popular for their appetizing appeal, while the evening dinner at forty cents and the Sunday dinner at forty-five cents have gained wide reputations. All employes of the Railway are allowed a twelve per cent discount on meal books.

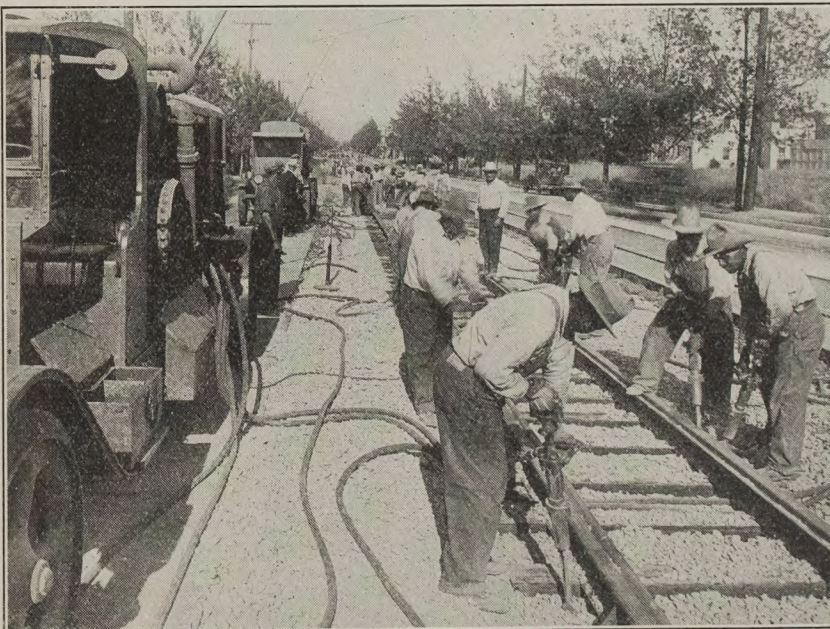
Manager Harry Tuttle has made numerous improvements to the building in keeping an up-to-the-minute restaurant, and has installed the latest devices for speedy service.

Even if you are not a regular customer of Car Barn Cafe, you can occasionally take the family out for a ride, stop in the vicinity of Avenue 28 and Idell, park your car in the spacious parking place, and treat them to a dinner that defies duplication anywhere for the price.

the social events that will be made possible through this Club. There will be no initiation fee and annual dues will be \$1.00.

Keep the date and place in mind. Your presence is required to help put this Club over in a big way.

## ◀ THE 48th STREET EXTENSION ▶



Putting the finishing touches to the rock ballast on the last stretch of the 48th Street extension of Line "M". Franchise was granted on March 20th this year. Overhead wires were strung, rails laid and paving finished to make way for regular passenger service which commenced on Sunday, May 31st, to Crenshaw Boulevard.

## For Your Protection

Dale Brothers and Smith, of 402 Edwards and Wildey Building, Los Angeles, will soon be entering their third year of handling automobile fleet insurance for employes of the Los Angeles Railway. This means a saving of 35% to employes under liability and property damage insurance and 20% under collision insurance.

Anyone interested in obtaining reduced automobile insurance rates should immediately get in touch with either the above firm, his division superintendent or department head. If more convenient, a representative from Dale Brothers and Smith will call at your home.

# Larys Win Nine Tilts Lose Three

With seven men reaching third base during the contest with the Auburn Fuller team on Sunday, May 10th, the Larys were unable to convert them into runs, with the result that the Auburns tallied a 6 to 1 victory in one of the hardest fought games of the season. Edwards mounted the hillock for the Larys and was retired in the fifth frame. Sievers went in for the balance of the game. Gay and Sievers contributed with three baggers apiece, Gay galloping over the plate with the only run for the Larys on a single by Struhs. A streak of errors for the Larys proved to be apple pie for the visitors.

	R	H	E
Auburn	0	1	0
Larys	0	0	0

On Sunday, May 17th, the Larys met and defeated the Western Air Express aggregation 11 to 2. Sievers, pitching for the Larys, accounted for eleven strikeouts. Some wild pitching by the air pilot pitcher gave the Larys plenty of walking privileges. In the second frame the Larys scored five runs that proved to be a heartbreaker to the visitors.

	R	H	E
West. Air	0	0	0
Larys	1	5	0

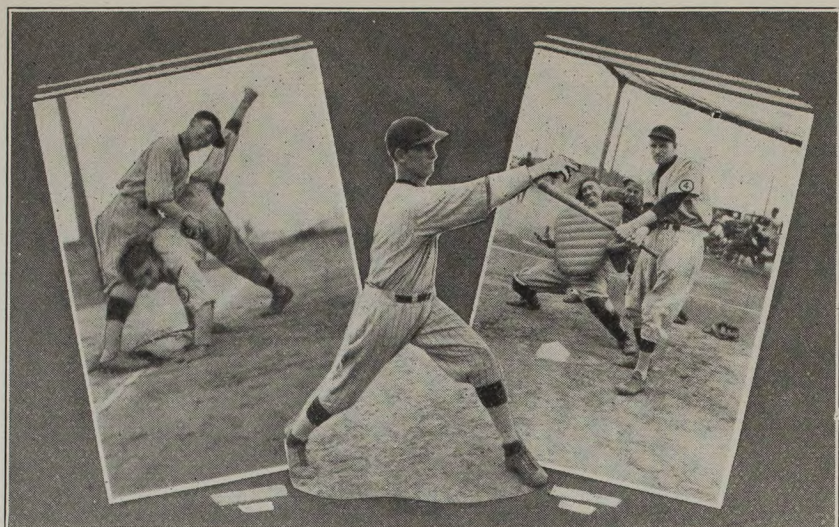
In a seven inning tilt with the Johnston Cake Company on Sunday, May 24th, the Larys took the frosting off the cake with a 10 to 2 victory. Edwards, pitching for the Larys, held the visitors to four hits. The high spot of this game was the home run by Jones in the third frame, scoring Gibbs and Gay ahead of him. Jones also contributed with a triple in the fifth inning, scoring Shollin and Gibbs.

	R	H	E
Johnstons	1	0	0
Larys	0	2	4

Another tough battle was fought with the Santa Monica Merchants on Sunday, May 31st, when the Larys went down to defeat with a 6 to 0 score. The visitors absolutely played a shut-out game. The first inning turned out to be a hit and run proposition with the Merchants smashing everything that Sievers offered in line drives, bringing in four runs. Only three hits were tallied by the Larys, Gay clouting a triple in the eighth frame only to pass out on third when Jones fled to center field for the third out.

	R	H	E
Merchants	4	0	0
Larys	0	0	0

Believe it or not (with apologies to Ripley) some excellent games are being played at the Larys' Baseball Park



Ernie Berry and Wes Wynegar show how a flying tackle put out should be made. Center: R. L. "Eddie" Edwards, promising young twirler for the Larys warms up. Right: Oscar Lund, the only crosshanded batter in captivity. From all appearances Catcher Berry must be expecting a raised seam balloon. Perhaps you can find Umpire Dan Johnston in the group.

at Vernon Yard, but the boys notice that they are short on fans. Support by employees will undoubtedly work wonders in adding zest to the games. Ball players, like anyone else, like backing, and when they do not receive it, they naturally cannot be expected to put everything they have in the game. Additional seats have been provided—there is ample parking space and admission is absolutely free. Remember that there are only four more games to be played at the ball park, the last game being scheduled for June 28th.

## Squads Right!

If you are a healthy American youth between the ages of seventeen and twenty-eight and can furnish proof of good character, you are eligible to attend one of the nation-wide encampments of the Citizens Military Training Camps.

Last year thousands of applicants had to be refused admission to the camps on account of limited appropriations and delay in making application. More than 38,000 actually attended and were trained at such camps held during July and August. These camps will be held this year during the same months.

For those selected, Uncle Sam pays all the necessary expenses, including transportation, camp uniforms, good wholesome food, medical attention if necessary, sports, equipment, etc.

Enrollment in the CMTC involves absolutely no obligation for further military training, but those who may be ambitious to win a reserve corps commission will find the work of these camps helpful to that end. There are all branches of Infantry, Cavalry, Field Artillery, Coast Artillery, Engineers and Signal Corps.

Detailed information may be obtained by addressing Colonel Chase, Room 1015 Rives-Strong Building, 9th and Main Streets, or by calling VANDYKE 1331.

If you want water to rise above its source, someone will have to pump. If you want business to rise, as, of course, you do, the whole bloomin' gang must hump!

### Baseball Captain Stops Horsehide on the Hoof

Baseball fans may expect any day to see Ernie Berry, Captain of the Lary horsehide walllopers, make a home run on horseback.

It appears that Ernie, on his way to the Coach Division early on the morning of May 25th, played the heroic part in stopping a runaway horse on Figueroa Street after he had chased it with the aid of his trusty auto for several blocks.

The horse and wagon (there happened to be a wagon left on the rear of the horse, and no driver) were turned over to the Police Department on Georgia Street. If the owner of the horse doesn't show up, Ernie will have more horsehide on his hands than he figured on.



## The "I Did Not See It" Witness

Every trainman has undoubtedly had the experience in attempting to obtain witnesses for an accident of being refused with the statement: "I-did-not-see-it". The fact that the passenger did not see the accident happen does not necessarily mean that this witness is of no value to the company in case that claim is brought for damages. Sometimes the passenger who does not see the accident proves more valuable to the company.

When a person falls on the car it is generally assumed that there was unusual rough motion or operation of the car which caused this fall. A claim of this nature hinges on the question as to whether or not the car did jerk or lurch out of the ordinary manner.

The passengers on the car know the answer to this question even though they did not see the person fall. Perhaps some of the passengers were preoccupied and did not notice the motion of the car but this should not deter the trainman from trying to obtain more names, as most of the passengers undoubtedly did notice the accident.

Frequently, in collisions between the street car and automobile, witnesses are reluctant to sign the witness card because they did not actually see the impact. This again may prove an opportunity to make a good witness out of the passenger who thinks he knows nothing about the accident and may aid the claims investigator. No facts need be suggested to the potential witness; the business is simply that of asking the proper questions.

The governing facts are numerous. It is vital to know whether or not the bells were rung, if so, how many times and how far from the point of impact, etc. The passenger at the far end of the car may have noticed just this detail. The passengers usually notice the speed of the car. They know whether it was reduced before the collision or whether or not the brakes were applied before the moment of impact.

Often-times it is imperative to prove that the car made a decided stop before crossing a "through" street instead of just slowing down as alleged by the claimant. The passengers on the car may know this one fact without actually knowing anything else and the establishment of this fact will win the case.

The investigators, themselves, are sometimes surprised at the length of the statement written from facts drawn from the testimony of the per-

son who disclaims any knowledge as to how the accident happened, and who gave his name reluctantly because some alert operator insisted upon it.

The public is not trained in claims work and does not realize that the most trivial fact is sometimes of utmost importance in determining the cause of the accident.

Therefore, a trainman can be courteously insistent after an accident has happened and not take "I-did-not-see-it" as a conclusive reason for refusal to sign a witness card.



Miss Anne Bloomfield, who has been for several years with the Auditing Department, was quietly married to Mr. Brown recently. The young couple left immediately for Chicago.

\* \* \*

Congratulations to S. J. Ormston, electrician of the shops, and Miss Jessie Goslin of Pasadena, who were married at the home of Miss Helen Stoughton of 1181 E. Howard Street, Pasadena, on May 17th. They spent a week at Catalina on their honeymoon. The boys wish them much luck and happiness. Thanks for the smokes.

## Going East

Anyone desiring to go to Cleveland, Ohio, by auto about June 15th to 20th, get in touch with C. B. Blakeman, 1318 West 11th. WE. 5587.

Can take three—Going to Omaha, Nebraska, about July 1st. J. L. Wisner, 1700 Trinity, WE. 4796, 1931 Buick sedan.

## Tips on Traffic Men

Traffic Man Karl Gutknecht was working traffic at 10th and Broadway one day recently when an old lady, carrying a large grip and numerous other bundles, came out to him and said, "Will you please hold this grip for me until my car comes because it is so heavy?"

\* \* \*

G. M. Smith of the Traffic Department has purchased a lemon ranch in the hills north of Upland and expects sometime in the future to make his home there.



## BIRTHS

Mr. and Mrs. Harry Tibbils announce the birth of a baby girl, May 12th. She has been named Peggy Jean and weighed 7½ pounds at birth. Mr. Tibbils is a member of the Auditing Department force. Congratulations.

\* \* \*

Conductor L. T. Frise, of Division Two, announces the arrival of Paul Layton on June 2nd. Mother and babe are getting along nicely.

\* \* \*

The month of May was a great month for boys at Division Five, Conductor C. Stone, Motorman W. Otte and Conductor C. A. Placial each being presented with a bouncing baby boy. Mothers and babies are doing fine and the daddies are still wearing great big smiles. Congratulations, all of you.

\* \* \*

We wish to congratulate P. D. Tucker, of the Motor Coach Division on the arrival at his home of a 6 pound baby girl on May 5th. Her name is Nancy Lee.

\* \* \*

M. C. Reed of the Motor Coach Division has a bouncing baby boy at his home, born May 14th and he weighs 7 pounds. He has been named Robert Clement.

\* \* \*

O. B. Cooper of the Motor Coach Division reports the arrival of baby Joyce Elaine at his home March 30th. She is such a darling little girl that it has taken them all this time to pick out a suitable name for her.

\* \* \*

A. Meadows announces the arrival of an 8 pound baby boy born on May 10th. Mother and son are doing fine. Congratulations.

\* \* \*

Tom Cosgrove is now a grandfather. A fine boy weighing 9 pounds was born to his daughter on May 22nd. His daughter and grandson are doing fine.

\* \* \*

Congratulations are being extended to Conductor H. L. Emmert on account of the fact that he became a grandfather April 15th. It is a girl and H. L. is very proud of her.

## For Rent

Houses, furnished and unfurnished. Convenient to Division One and "R" car line. Sam Edwards, 1009 S. Alma.

Furnished apartment for two people, \$35.00 per month, including gas, lights, water and garage. C. D. Clark, 1626 West 49th Street.



## BOUQUETS

For (1) Conductor R. W. Bower of Division One from George W. Hunter for directing a child how to transfer and graciously helping her to transfer.

For (2) Conductor C. B. Haggard of Division One from A. A. Vaillancourt for advancing his fare.

For (3) Motorman F. W. Lockett of Division One from Virginia Berson who writes, "This man is certainly deserving, for he is the most courteous, observing and obliging man I have ever seen."

For (4) Conductor W. G. Cole of Division One from Daniel P. Gross for advancing his fare in a very courteous manner.

For (5) Conductor D. Brown of Division One from Marcia Horn for courtesy.

For (6) Conductor L. L. Rentch of Division One from E. R. Fisher for an unusual courtesy.

For (7) Conductor J. L. Story of Division Two from Anna Kohler for carefully directing her in a very courteous manner which car to take.

For (8) Conductor L. B. Woodall of Division Two from Mrs. T. L. Moberly for courtesy and kindness in returning her purse left on his car. He is also commended by Charles H. Johnson for assisting him on and off the car, which was greatly appreciated as he is a cripple.

For (9) Conductor D. L. Laird of Division Two from A. Denton for kindness and courtesy.

For (10) Conductor O. A. Croxdale of Division Two from Mabel Lacock for the gentlemanly manner in which he conducted himself under very trying circumstances.

For (11) Conductor D. S. Timmons of Division Two from Miss Dorothy Anderson who writes, "I find this conductor very courteous to passengers; always has a pleasant answer to their questions, and he is so solicitous of

elderly people getting on and off the car."

For (12) Conductor A. J. Etherton, (13) Conductor F. M. Wilkins, (14) Conductor F. J. Donnelly, all of Division Three from Mrs. William C. Colly who writes, "These conductors are extremely courteous and kind to their passengers."

For (15) Conductor H. F. Keiser of Division One from Ada Smith for courtesy.

For (16) Motorman Robert William Heaney of Division Three from Abraham Turkel, who states, "I wish to call your attention to the splendid manner in which Motorman Heaney averted an accident. The distance between the street car and the automobile was but half an inch when the car finally stopped, entirely the fault of the motorist, who drove directly in front of the street car. The speed of action on the part of the motorman was indeed remarkable, and his coolness in a time of emergency a thing worthy of commendation."

## SERVICE THOTS

For (17) Conductor I. Gasparro of Division Three from Louis C. Kilgore for courtesy to his wife and son. He is also commended by G. G. Johnson for quickly catching a woman who attempted to board the car after it had started, and further commended by Miss N. Clayton for unflinching courtesy and efficiency.

For (18) Conductor A. Auger and (19) Motorman W. A. Stebbins both of Division Three from Roger M. Ker-mott for unflinching courtesy.

For (20) Conductor C. W. Aen of Division Three from Mrs. Adams for kindness, courtesy and service.

For (21) Motorman T. A. Ferguson of Division Three from Charles J. Shoning for efficiency in operation of his car.

For (22) Conductor J. P. Martin of Division Three from Olive W. Hudson for courtesy to an elderly woman in getting off his car.

For (23) Motorman H. Fowler of Division Three from Benj. H. Peterson for courteously assisting a little girl across the street to the curb as she was traveling alone.

For (24) Conductor T. C. Risk, (25) Conductor T. D. Hall, (26) Conductor C. V. Judd, (27) Conductor C. W. Marvin, (28) Motorman A. Benson, (29) Conductor W. V. Forbes, (30) Conductor I. E. Gott, (31) Conductor S. J. Riggs, (32) Conductor K. E. Funk all of Division Three from Ella M. Kennedy for continued interest and kindness shown to her daily.

For (33) Motorman R. A. Knudson of Division Four from John H. Kuhl for an exceptional favor which was rendered in a very courteous manner.

For (34) Conductor E. B. Martin of Division Four from D. W. Redfield for courtesy in holding the car a second for him to board.

For (35) Conductor G. E. Jolly of Division Four from John L. Strow for being decidedly careful and considerate in assisting patrons on and off the car.

For (36) Conductor J. M. Strickfaden of Division Four from Mrs. E. A. Knoller for courtesy and consideration of his passengers, and for protecting her in getting off the car, thereby avoiding an accident.

For (37) Conductor V. C. Spitz of Division Four from Nurse Miriam Jean Rollins for advancing her fare in a very courteous manner.

For (38) Conductor M. B. Whitaker of Division Four from Hamish B. Eddie who writes, "An elderly man in boarding the car dropped his suitcase, spilling his papers and documents on the street. The old gentleman was very embarrassed and apparently did not know what to do. The Conductor jumped off the car and courteously helped him to pick up the articles and then assisted him on the car. This

was very commendable.

For (39) Conductor J. R. Moore of Division Four from L. C. Crossman for courtesy.

For (40) Conductor J. M. Sullivan of Division Five from Cecil Jones for courtesy.

For (41) Motorman W. J. H. Hewett of Division Five from Mrs. Otto Fenske for efficient operation of his car.

For (42) Conductor J. A. Ganann of Division Five from F. B. Terry for courtesy to all passengers.

For (43) Conductor R. T. Anderson of Division Five from L. W. Baker for an exceptional courtesy.

For (44) Motorman J. J. Thornton of Division Five from Samuel M. Taylor for good judgment and initiative in preventing a delay and possible accident between his car and another vehicle.

For (45) Conductor W. A. Henslee of Division Two from Mrs. Wm. C. Colby for being extremely kind and courteous to his passengers.

For (46) Conductor W. D. Ramer of Division One from Mrs. J. Allen Thompson for always being so neatly dressed and for pleasant manner in answering questions.

For (47) Motorman F. L. Doherty of Division Four from Hattie S. Howard for courtesy and kindness.

For (48) Motorman R. D. Harris of Division Three from Mrs. I. Lerner for courtesy in holding the car until a crippled, elderly woman could board.

For (49) Conductor T. Thoreson of Division Three from L. D. Los Rios for courtesy in helping a Mexican woman and several small children off the car, at the same time holding out his hand to hold traffic that was bearing down very close to the safety zone.

For (50) Conductor W. S. Shields of Division Four from Elaine G. Du Val for courtesy.



This cute little miss is Faith Powell, three year old daughter of W. A. Powell, Garage.

Suggestions by trainmen for accident prevention or anything pertaining to safe operation of street cars, are helpful to a considerable degree to all who are vitally interested in the company's welfare. For this reason Two Bells will gladly publish any suggestions of this nature.

Motorman T. C. Whitmore of Division Three sends in the following contribution on safe operation:

"Road space is the secret of safe operation of the street car. What does road space mean to you?"

"Some think it pertains to cars only, but no, it pertains to every moving object on the road. When you see a car ahead of you, you slow down ready to make your safety stop.

"Now why don't you carry this rule a little farther and when an automobile is in front of you, plan to slow down and stop at least twenty feet behind it. In this manner, if some unforeseen object looms up between you and the automobile, you will still have plenty of time to stop.

"Try it and cut down those avoidable accidents."

Another contribution comes from Conductor W. R. Nichols of Division Five, who sends in the following:

"According to city ordinance a street car stopped for the purpose of loading or unloading passengers cannot be passed by automobiles unless a safety zone has been established for passengers, but general opinion seems to have it that it is proper to pass a standing street car if speed is reduced to 10 miles per hour.

"Under these circumstances I believe it is a good idea to have conductors hold their hands out when cars stop at places that are not protected by safety zones. These signals will be observed by a great number of motorists."

### DIVISION ASSIGNMENTS

The following men qualified and were sent to their various divisions during the month of May, 1931.

To Division One, Motormen R. A. K. Holley and A. W. Lynn.

To Division Three, Motormen W. D. White and E. B. Adams; Conductors T. V. Maitland, G. E. Dunphy and E. D. Eames.

To Division Four, Motormen E. M. Powell, W. E. Sheppard, W. W. Fox and B. C. Adams; Conductors W. G. Brooks, R. T. Vail, L. H. Marsh, W. T. Fletcher and W. L. Cooper.



# LARY LAFFS

As this news goes to press we just received the Mexican weather report: "Chili today and Hot Tamale!"

Ann—Why did you buy that referee's whistle?

Doris—I have a date with a football player tonight.

"Mamma," said little Willie, at the movies, "When are the Indians coming out again?"

"Hush, dear, there are no Indians in this picture."

"Then who scalped these men in front of us?"

Which recalls the fate of the monastery egg: Out of the frying pan into the friar.

Hubby—You didn't have a rag to your back when I married you.

Wife—Yes, but I've got plenty now.

"After all, it's all a matter of policy," said the insurance agent as he rang for the next stop.

Judge—"When the defendant's car struck yours, were you on your right side?"

Plaintiff (bitterly)—"Yes—and for three weeks after."

A student in a New England school had flunked in Latin. In the quiz the student was called upon to give a written translation of the verse below. There are latin scholars reading this who will be moved to tears:

"Isabilli, Heres ago.

Fortibus es in aro.

Noces, Mari Thebi trux

Vatis in em pax a dux."

After weeks of effort, the student came forth with the following. It is not surprising that the instructor read it to the class:

"I say, Billie, here's a go,

Forty busses in a row."

"No," says Mary, "they be trucks,"

"What is in em?" "Packs o' ducks."

Parson: Don't cry, little boy. You will get your reward in the end.

Willie: I 'spose so. That's where I allus gets it.

"Ouch!"—The class yell of the School of Experience.

O. O. McIntyre tells about the sign on a Georgia crossroads store run by a negro. "Kwitten the credick bizness till I get my outs in." The colored storekeeper, at that, is a few jumps ahead of some retailers we know.

The mountaineer was driving a single hog to Atlanta. In reply to questions the mountaineer said that he could get \$2.00 more for the hog in Atlanta than at the county seat, and that it took him two days to go to Atlanta and two days more to return home.

"Man, you get only \$2.00 more for the hog in Atlanta and it takes all that time?"

"Time," said the mountaineer, "what's time to a hog?"

Dignified Old Lady in Museum (slightly deaf): What sort of foot apparel is that?

Attendant: A boot, madam.

Old Lady: Eh? I didn't hear you.

Attendant: Boot, boot, a boot.

Old Lady: See here, young man, don't try your jazz songs on me.



H. N. COLE

## DIVISION ONE

Conductors F. Kliewer and J. W. Kliewer started out the first of May for a drive to Oklahoma on a visit to relatives. They are taking sixty days off and expect to have a good time. They are brothers and it is reported that each one is going to look out for the other.

A ninety day leave has been granted Conductor J. M. Walker for a trip to Alberta, Canada.

The first of May found Conductor F. R. Jones enjoying a six day vacation.

Safety Operator H. A. Cornwell is taking sixty days off to visit relatives in Illinois.

After spending ten days on his ranch, Safety Operator M. Grammar is back on the job.

Conductor O. N. Haggard is taking fourteen days off to tour the state of Arizona.

Conductor E. R. Tomlin had seven days off during the month and like a good boy, he spent all the time at home.

Motorman G. H. Schlueter spent eight days in Wrightwood, California, during the month of May.

Having recovered from an operation for appendicitis Conductor H. L. Emmert has resumed his duties of calling streets and grinding out nickels and tokens.

Boys, keep your old shoes. They may be worth something in years to come. Conductor A. G. Rex had the pair that he was married in twenty-eight years ago. He took them to a firm that handles the same make of shoe, and they gave him

one of the best pairs in the store.

It is doubtful if Motorman J. N. Smith would walk a mile for a pipe of tobacco, but he did drive that Chevrolet seventy-five miles on Decoration Day for a chicken dinner. He spent the two days at Frazier Park.

A German cruiser was anchored in the harbor and Conductor H. I. Frey developed a keen desire to give it the once-over. He was refused admittance at every turn and as a last resort he displayed his Lary pass and the ship was his for the two hours.

Two young men boarded Motorman G. E. Thomas' car and neither had a cigaret. Thomas overheard the conversation and sympathetically passed his package over his shoulder to them, and two more friends were added to his list. One remarked, "And we didn't have to walk a mile for a Camel."

This one comes from Motorman-Line Instructor George Ker. A woman on his car, on arriving at Seventh and Hill, stepped to the lower step, turned loose a box she carried with a string attached to it, and used this box as a third step to the ground. She held on to the string, lifted the box, wrapped the cord around the box and went on her way merrily.

Conductor G. E. Robinson is still confined to his home as a result of an accident at West Jefferson and Ninth Avenue on April 27th. An automobile knocked him down and painfully injured him as he was pulling the switch.

The recent general choice was pulled off with no fatalities reported. There was some slight apprehension of impending trouble when Motorman R. G. Orphan chose a run only to find out that George Ker had beat him to it.

No more will we see the smiling face of Motorman-Line Instructor E. R. Rath at Division One. He traded with Motorman H. D. Gordon of Division Two.

Conductor L. L. Callahan, who has been on the sick list for several weeks, is back with us again and is looking fine. In fact he is more handsome than ever, and one might think that probably he had his face lifted, but not so. It is that new set of teeth of his that did the work.

Motorman George Elder is a lonesome looking guy these days. He sent his wife back east to visit relatives for the summer and now he wishes the summer was over. However, he is hooked up with his old conductor, W. H. Dyson, again and that helps the matter to some extent.

After several months illness, Conductor D. W. Nycum is back on his run and is looking fine.

Conductor-Line Instructor H. H. Wulf is out of the hospital once more and has been seen around the division several times. He hopes to be back with us at an early date.

On the sick list we have: Conductor A. V. Smith, Motorman George Arnold and Operator J. A. Hunter.

While Operator A. J. Hester was on top of his car repairing a broken trolley rope, some one touched his changer for all the tokens in it but passed up the money. This goes to show that tokens are more valuable than money even in the estimation of the boys.



## Division Two

H. F. NELSON

Mrs. Josephine Bolding, wife of Motorman R. N. Bolding, is recovering from an injury she received on May 16th, when an auto hit her at Third and Broadway.

Conductor S. C. Scott and family are enjoying thirty days at the old home town, Pocatello, Idaho. He is going to spend most of his time fishing.

Conductor W. V. McCafferty took Superintendent T. Y. Dickey, Foreman J. A. Madigan and the stenographer in tow and steered them down to his home, where Mrs. McCafferty had a splendid meal all ready. When they arrived they were informed that the Macs were celebrating their first wedding anniversary.

Conductor S. J. Bacon was granted a leave of absence for thirty days in which to visit his sister in Madison, Kansas. S. J. went by train, guess he was afraid the new "Chevvie" would get all splattered with mud.

Owing to the large amount of work ahead of him, E. C. Fleming sent in a call for the following motormen to help him out: J. Anderson, E. J. Barey, A. C. Campbell, L. D. Lofton, M. Mason, F. O. Roberts and B. L. Rodefer. They have been busy hauling dirt from South Broadway to the fill on South Vermont at Fourth Street.

Conductor J. J. Robertson is convalescing after an operation, and is very anxious to have the doctor say it is O. K. to go back to work.

Conductor J. Crook drove up to the Division the other day with a shiny new Chevrolet sedan.

Conductor H. C. Cunningham is also sporting a Cadillac roadster which he "stole" for about thirty-five dollars.

Motorman H. Pein turned in his resignation and intends to take up some other line of work.

J. H. Hale, formerly a motorman of Division Two dropped in the other evening to see us. He is now operating a cider mill about five miles east of Whittier and would like to have any of the boys who are out that way to drop in.

Motorman U. S. Cupp and family are taking things easy for sixty days. U. S. said they were headed for Oregon, but they haven't missed anything on the way up. Mr. Dickey received a card from him saying they had visited Yosemite, the Big Trees, Wawona and Glacier Point, and were headed for Sacramento to take in the sights around there.

Conductor A. H. Heineman has been appointed to permanent special duty at the Sixteenth Street Garage, where he will officiate as Watchman.

Conductor L. C. Welch has been appointed to Temporary Flagman. At present he is working the Night Shift at Second and Alameda.

Conductor W. S. Shepherd resigned with the intention of trying out another line of work.

Motorman H. D. Gordon traded divisions and seniority with E. R. Rath of Division One. Rath gained about four

years seniority and is about five miles closer to home so he claims it is a good trade.

Motorman G. T. Wuertz returned to work the first of the month after spending nearly two months in Missouri visiting old friends and relatives. He says quite a few changes have been made in the old town since he was there last, and that he is very glad that he made the trip home for his father became very generous and gave him a deed to an excellent farm. He sprouted a nice mustachio while away so he might be contemplating a return to Missouri to work the farm.

Motorman W. L. Ross is still off, his wife being in a very critical condition and in need of constant care.

Motorman D. V. Lewis, first sacker for the Lary Baseball Team, was called to Missouri suddenly on account of his mother being very low. We are hoping for the best, and when he returns we hope she will be all right.

Motorman F. J. Anderson is entertaining his parents who are here on a visit from Nebraska. He expects to show them quite a few of the sights in two weeks time.

Motorman A. E. Holmberg went to the hospital on the twenty-seventh for a tonsil operation.

Conductor F. J. Donnelly returned to the hospital the same date for another operation having just gotten back into shape from one he had undergone recently.

Motorman J. L. Zellers and Mrs. Zellers are spending ninety days visiting in Canada and Missouri. They will visit Missouri if Mrs. Zellers can get J. L. out of Canada in time.

After the meeting on the twenty-sixth Mr. Collins presented Conductor F. B. Slaughter with a locker full of empty cigarette packages with lots of tin-foil. Several of the boys were heard to remark that he was saving tin-foil to exchange for a set of teeth, but this is not the case. He is saving it for his little daughter to take to school for the tin-foil drive which is carried on just before school closes the latter part of this month.

Conductor A. R. Robertson is taking his first vacation and is going to spend the next thirty days in the northern part of the state.



## Division Three

L. VOLNER

There are many, many acts of courtesy by the trainmen to their patrons which never get to the office, therefore the men do not get their picture and a notice of same on the Bouquet Page, but the feeling of having helped someone makes the man feel well paid.

A nice letter of appreciation was received by Conductor J. W. Allen from a lady passenger, who found herself without any money and having to go to town, Allen advanced the lady four tokens and the next day received his twenty-five cents in the letter.

Since the trout season has opened Con-

ductor E. L. Jandro and wife have spent two-week ends at Hemet, trying to bring home the limit, but the trout are rather hard to grab, but Jandro says he got about one hundred cats.

After having spent some time in the middle west, Conductor G. D. Dunphy is back again on the cars, and says there is no place like Los Angeles and especially the Los Angeles Railway.

After having spent a thirty day vacation back in his old home town, Sioux City, Iowa, Conductor C. L. Menefee is back on the job feeling fit for a busy summer.

Conductor Ira Gott, accompanied by his "old side kick" Ex-Conductor M. F. Fury, took a fishing trip, bringing home the limit.

Calling for his run just twenty-nine minutes late, Motorman W. Cox served only one day, but he says that was enough, as he had to make a trip on the "E" Line, and looking back through the car and not seeing a colored person it made him—oh, so homesick for his "B" Line.

The Car Barn Cafe has installed a new lavatory in the building. Soon the entire structure will blossom forth in a new coat of paint. A picket fence has been constructed on the north side which gives it a homey touch. Manager Tuttle says that even with the added improvements he will heap the dishes high and still continue the 30c lunch which is bringing them in from far and near.

Motorman H. T. Froschauer starts off June 1st and will spend two months resting and visiting various points in California.

Foreman Reid has been experiencing all the trials and tribulations of a home builder for the past few weeks. It is expected he will be able to occupy his new home in Eagle Rock City by August 1st.

A. M. Walker and R. Spencer are spending two months visiting relatives in South Dakota.

Motorman F. J. Cimmino, better known to his many friends as "Kelley," says he and Conductor C. R. Wise will challenge any trainmen to a pinochle contest not barring the winners of the recent tournament. Anyone wishing to accept Cimmino's challenge can address him at Division Three.

Cash Receiver Kindell is receiving the congratulations of his many friends on account of the fact that one of his prize "Scotties" has presented her master with seven lusty puppies.

Mrs. J. Matatall and daughter of Detroit Michigan, are visiting Mrs. Matatall's brother, R. W. Reid, Foreman of this Division.

The flowers of Division Three are beginning to bloom, and while we do not have such a variety, nevertheless the gladioli, dahlias and poppies add much to the appearance of the grounds adjacent to this division.

Conductor J. P. Martin will be missed by all his friends on Hooper Avenue for the next thirty days on account of his paying a visit to his old home in Kansas.

Motorman George Richter is another victim of the itching foot and will visit during the next few months with relatives in Germany.

Motorman A. Benson and family have returned after a two weeks delightful

visit to Yosemite.

Extra Motorman J. E. Watkins wrote and dedicates the following to his friends on the board:

There is Vickers and Murray and Nation too,

Who used to report, then polish their shoe,

They would turn to the door and then to a table,

To obtain some rest so far as they were able,

Then with a look of suspense and a sigh,

They would watch the clerk as he passed by.

They wondered if the runs that he had open would suit better than loafin'.

Neither could I fail to mention in a way Hughes and Danner and little Hayes.

You meet old Hughes who comes grinning along,

As if to say, you've all gone wrong, But stick right to 'er you'll win some day;

It isn't the work but the good old pay.



## Division Four

C. J. KNITTLE

So this is June, the sentimental month. The month of roses, commencements, brides and June bugs. The first trainman that comes to mind at this time is a well known conductor, Dan Hanley. Dan was born in Massachusetts, June 1st and was married June 2nd (twenty-five years later) in Monterey, Calif. June 2nd of this year found the Hanleys celebrating their twenty-fifth anniversary. Prior to his marriage, Dan served three years in the army with the 20th Infantry and spent eighteen months in the Philippines. His regiment was one of the first to reach San Francisco after the earthquake in April, 1906. But getting back to this joyous month of June, 1931, it is a real pleasure to congratulate Mr. and Mrs. Hanley on their silver wedding anniversary. May every coming year bring to them the health and happiness they are enjoying today.

Conductor C. O. Graham returned May 10th from a fishing trip to Moreno Dam, near San Diego and reports having had a pleasant journey and very good luck.

Conductor E. T. Smith also took a few days off and went fishing in San Gabriel Canyon, making a fairly good catch.

Motorman LaCreauex won't believe a fisherman's story of a catch when told with out-stretched arms but he will take the man's word for the weight of it. It is probably because the fish carries its own scales.

Conductor L. F. Ritter has been granted two months leave and has left to visit relatives in Arizona and Oklahoma. They are making the trip by auto.

Our good friend, Conductor Bill Huddy, arrived for work May 8th with a slightly bruised forehead. Shortly before the alarm rang Bill was dreaming that he was out on the job and when he gave two bells on the bed lamp chain the consarned thing came down and hit him in the mush.

Motorman A. Argue left May 10th on a three weeks leave and spent most of it visiting in Santa Cruz.

Motorman C. J. Jackson returned from a two weeks rest May 20th and appeared to be greatly benefited.

Motorman W. J. Templeton was granted a three weeks leave May 10th and left for San Luis Obispo to build a cabin on his property there.

Motorman R. H. Mitchell had the misfortune of being struck down by a hit and run driver at Pico and Georgia about 12:00 midnight of May 17th. Mitchell was returning from work. He was slightly scratched and bruised, and his uniform was damaged beyond repair.

Motorman and Extra Clerk W. L. Greenwood returned May 20th from an auto trip to Tacoma, Yosemite and Sequoia National Park. He reports a splendid time throughout the trip.

A new Saturday schedule for Line "P" took effect May 23rd.

After twelve weeks on the sick list with a serious case of empyema, Conductor E. E. Wilke is up on his feet again and paid us a visit May 19th. We all wish you a speedy recovery, Wilke.

Motormen Forster, Bray, Knepper, Dusty Rhoades and Conductor Snow shoved off from Redondo May 20th to fish but had very poor luck. The trip was especially unprofitable for Forster who pierced his hand on a sculpin's fin and was so sick when they returned he had to be put on the sick list.

Conductor L. C. Davidson and Register Clerk W. F. Lewis left with their wives May 23d for Yosemite. They were granted fifteen day leaves.

Cash Receiver Ray Smith, a few days ago, proved again that he is a sure cure for anything. Motorman George Pritchett was eating a home made lunch and found he had brought two raw eggs instead of boiled ones. But he didn't have to tote them back home, Smith gargled them down.

It was a pleasure to have R. H. Hilf and our old friend John Collins with us May 28th and we hope they will get over our way again soon.

Conductor Alfred Fournier was granted a thirty day leave May 26th and is visiting in San Francisco.

Conductor J. J. McFarland, who recently invested in a Studebaker sedan, left June 1st for a trip to Oregon, Washington, Vancouver, Montana, Utah, Idaho and Yellowstone Park. He was granted ninety days leave.

Conductor L. Zukoff is taking a three days rest starting May 27th.

There is nothing unusual about the average fish story, but here is one that merits more than a mild snicker. One day recently Motorman "Frenchie" Lourdou went fishing off the Santa Monica pier and decided to let go of his pole and have a smoke. A moment later the pole went splash in the water. Frenchie told the man who rented him the tackle and was informed that the tide would bring

it in. For two hours he waited on the pier for the ocean to do its stuff. Finally the pole drifted in but only near enough to get tangled in a life buoy. Frenchie paid a bather fifty cents to swim out and get it—and, believe it or not, on the end of the line was a three foot barracuda.



## Division Five

FRED MASON

From Fontana, California, Conductor Ben Gardner, who has been off for six months on account of ill health, writes to Conductor D. L. Gragg and gives his best regards to all the boys. Ben invited D. L. down for the week end. The invitation of course was also extended to Mrs. Gragg and daughter Margaret. D. L. reports that he thoroughly enjoyed the week end and the fried rabbit and chicken that Ben put out. If any of you boys happen to ride along the Valley Boulevard you will find Ben about nine miles east of Ontario. Watch for the Valley Boulevard Cafe then you will spot a house with a strawberry patch in front of it. Before you start picking strawberries though, you had better look up Ben. He would be glad to see any of the boys. His mail address is Route One, Box 153, Fontana, Calif.

Well, boys, the vacationists are sure doing their stuff. Here they are:

Motorman R. G. Mathias is taking a trip back home to Bethany, Illinois, for the first time in seven or eight years. Mat and a friend are driving back in a new Chevrolet roadster and both are looking forward to a wonderful trip; Mat will visit a while with a brother at Louisville, Ky. which will be his first stop.

Motorman Bill Niceley is off for sixty days and he also is going back to the old home town of Napton, Missouri, to renew old acquaintances and visit with the folks.

Motorman Rudy Shosted gave Seattle as his destination. Rudy will be gone for thirty days.

On account of his mother's sickness, Motorman H. G. Rolph was granted thirty days leave of absence and he is visiting her in Cass City, Michigan.

Motorman J. C. Laird and family loaded into the new Ford sedan and struck out for Yuma, Arizona. Jesse takes ten days.

Conductor Tommy Carey, accompanied by his dad, is going back to the old home town of Grand Island, Nebraska to settle up some business back there. Tommy will be gone for sixty days.

Conductor Charlie Melcher is spending his three weeks vacation at Murietta Hot Springs.

Conductor Jim Clarke will be off for three weeks visiting San Francisco, Santa Cruz and Seattle. He has arranged to meet Bill Bird, our Register Clerk, in one of these towns and they will vacation together.

With the Graham-Paige all greased, oiled and polished, Conductor "Hank"

McDonald steps out of the picture for ten days and says he's going to San Francisco. "Hank" has been seen in Tia Juana, too.

Conductor Fred Stebner is taking sixty days off and is going to Hudson, New York, on personal business.

A couple of weeks ago we received a visit from ex-motorman J. V. "Slim" Powell. "Slim" was with us about ten years ago and resigned to join the police force. On account of ill health he was retired from the force about a year ago. He's looking fine and dandy and wishes to be remembered to all the boys and promised to pay us another visit in the near future.

The office force vacations have started. Foreman A. F. Grant will be gone for three weeks starting June 1st, and is taking a trip to Chicago, Illinois.

Our afternoon Clerk, Charlie Cline, starts his two weeks on June 28th and will probably head north to San Francisco and Watsonville.

Some Sunday afternoon when you want to get a couple of hours of excitement, hop on over to the Vernon Yard and watch the Los Angeles Railway Baseball Team play some first class ball. So far this season we have won nine game out of eleven. The game starts at 2:00 p. m., the admission is FREE and if you will watch the bulletin board you will see what teams are playing.

Conductor G. R. Boatman has resigned to work as guard at McNeill Island. We all join in wishing Ray the best of luck in his new venture.



JACK BAILEY

Minnie Fraser, our Telephone Operator, has passed her final examination for her naturalization papers, having for the past few months been in attendance at the Inglewood High School night classes. She was elected as secretary and treasurer of her class.

A much enjoyed little concert was held during noon hour of May 1st under the management of Carpenter Foreman J. M. Spearing. The orchestra consisted of traps by Ted Ormston, saxophone by C. Campbell, harmonica by C. Manning and guitar and raspberry flute by R. Blaze. A solo by T. Oglesby and a concertina whirlwind by Sir Thomas Maguire. The end came when Blaze was doing a buck and wing dance and caused the whistle to blow.

Victor Lee started the Store Department vacation list last month when he and his wife left for a two weeks visit with relatives at Hollister, California.

Truck Shop Foreman Harry Longway was absent the first part of last month to be with his wife, who was ill.

Truckman Roy Blaze got off early last pay day to take his check home to his wife. We are wondering if he held out on her with the money he won on the baseball game.

Having done away with the old 1921 Ford, Truckman E. Kinion is sporting a

new Chevrolet.

A lifetime desire was accomplished by our friend W. B. (Wild Bill) Wilson, of the Upholstering Department, when he donned boots and lures and went forth to catch a 16-pound yellowtail, off the coast of Long Beach. His wife, thinking he was up to his old tricks, applied soap and sand to said tail to see if Bill had stopped at the Paint Shop.

Joe Gordon, Foreman of the Blacksmith Shop, surprised the boys last week by making a personal call on them. He is much improved and will be back with us soon.

L. A. Johnson, of the Mill, adds zest to the family estate by purchasing a Model-A Ford sedan. The deer on Mt. Gleason will sure have one caller this season.

W. P. Wynegar, a new man, adds his social prestige to the Strippers personnel and is an A-1 prospect for our baseball club. Welcome to our city.

Carpenter M. Langlois was granted a few days leave of absence to rest up at the ranch.

Janitor B. P. Mathis was granted a ten days leave of absence to forget the push and pulls of the Carpenter Shop.

Carpenter J. Gilland suffered minor scratches and bruises and his wife a broken arm in an auto accident last month. We hope they will have a quick recovery.

Carpenter R. H. Calderwood and family are expectant visitors to Catalina, having secured rates for the trip last month.

Carpenter R. L. Hand was trying to entertain the kiddies at home when he met with a freakish accident which resulted in a broken ankle. It takes quite a bit of strenuous action to show the modern kiddies a good time.

Carpenter Sam Ackerman boasts of an eight year record of attendance without a tardy during that time, having passed the eight year mark May 16th.

Electrician A. Gerrard got out the old smoke pole and ventured to Lancaster to bag seven young rabbits to supply meat for his table. Why worry over the present depression.

Bob Frampton, of the Winding Room, has resolved to leave his little son at home the next time he goes surf fishing. The little fellow had a seven to one average over dad at the end of the count.

John Hayes, of the Winding Room, is reported on a two weeks leave of absence.

Fred Andrus, of the Winding Room, is missing out on a few square meals on account of a tonsil operation.

Having applied for his first naturalization papers, H. (Trolley-Pole) Turner is looking for some of you fellows who says he don't know the King's English. He is—isn't he not?

Watchman D. C. Farris was absent a few days on account of the flu.

Trap doors, swinging doors, sliding doors and double doors are familiar objects to our Painter Foreman Lee Crump, but the drop doors that disappear on the Mack Truck Cabs sure had him guessing. Lee said he could not paint them if he could not see them.

Painter Joe Kincannon is away on a two weeks leave of absence to build a

shack on his ranch where he can spend his vacations hereafter.

J. Alimonti, of the Mill, suffered cuts and bruises about the face when a piece of wood came loose from the mill lathe. Such flying missiles should have been easy to duck by an old married man like Alimonti.

J. Devlin and L. Sawyer, two old fishing cronies of the Machine Shop, enjoyed a fishing trip out from Long Beach last month. If these old boys had led a clean life they would have surely gotten a yellowtail on that trip.

We join with the many friends of R. P. Millan, of the Carpenter Department, in expressing our sympathies upon the death of his wife who passed away May 10th.



J. H. McCORNACK

Al Brehm has returned from what he says was a well-earned vacation. He made a trip to Catalina and spent the rest of his time resting and fishing. He took his wife out on one of the fishing trips and she liked it so well he is afraid that he will have to buy another fishing outfit. He did not catch so many fish but was able to get some of the best eating varieties.

G. Goehler says J. Nickel is the biggest chiseler in the Division.

G. Mendenhall went a whole week without changing his address. He had to. The Personnel Clerk was on vacation.

M. Jones says that he is not the homeliest man in the Division. He passes the honors to Airdale Rowan.

F. E. Sherwood wants an armored car now that trucks are trying to drive through his coach.

C. Lyles is on an indefinite sick leave. He has gone to Montana to try to regain his health.

It seems to be open season on new Chevrolets this month. L. Nowak worked two months on his old Dodge and then traded it for a Chevrolet sedan. A. E. Johnson has a new sport sedan and Supervisor T. R. Swisher has a new coach.

W. W. Pryor pulled a ten hour run without a scratch but on the turn into the garage was hit head on by an auto thief in a stolen Buick roadster. The impact was so great that it wrecked both the coach and the car and threw the driver of the Buick to the pavement but he recovered and ran away before the ambulance arrived.

There seems to be a contest on to see who could have the most teeth pulled this last month.

C. W. Gregory doesn't know whether he catches yellow tail or yellow tail catch him. On his next fishing trip he is going to tie himself to the mast.

Dame Rumor tells us that V. G. Smith is to be married at Santa Monica June 6th. It is thought he is going there so that the gang can't throw old shoes through the windows.

## GARAGE

This has been picture taking month at the Garage. Photographers L. Hatch and N. Lane have made us some very nice likenesses. T. Juris thinks they are all very good although there is a bald-headed fellow who has not been identified. There has been a remark overheard on the Second Shift that Les Harrier upholds the Darwinian theory.

G. Riggs and Frank Ralphs have been amusing themselves by running over their own tool boxes, although Frank's box looks just as good as it did before.

E. Sullivan, A. Jackson and H. Gilfillan, with their wives, made a fishing trip to the Owens River. They did not have any car trouble as they went in the Kissel. They caught thirty-eight fish. Jackson caught two of them and can prove it by Gilfillan.

It has just been found out that Wm. Wilson is a native son having been born in Watts.

Miss Dema Matherly is the leading lady on the office vacation list. She is taking a trip to Archer City, Texas to visit her mother and sisters whom she had not seen for three years. E. C. Graham of the Third Shift is the relief man in the office during the vacation period.

"The Chevrolet is sure a fine car", says Bob Coenan.

W. Fleetwood has parted company with his tonsils.

It isn't known why the termites walked out on the shop. Some think they didn't like Jimmie Deam or else couldn't find any wooden legs.

Wesley Nolf has purchased a '28 Hudson sedan for his town car.

The Third Shift is in receipt of a post card from J. A. Hubbard from Juarez, Mexico. The picture on the post card is of one of the saloons and the date of the postmark is over a year old. Of course this may be only a coincidence.

Be careful Benny. There is a movement on foot for either cheaper towels or more soap.

The L. A. Railway Bowlers finished the month by taking four points or, in other words, the candy from the Skeeters Sweet Shop team. Fleming, Hinze and Oliver rolled an excellent game and this will probably put them in third position.

B. I. Church attempted to drive his Reo Royal Speed Wagon to Death Valley in one day. He gave up the trip though at Porterville and went to San Diego.

Photographer Lane looks quite natural in his bib and tucker since being elevated to the Yellow Coach Department.

Dean Ovard is teaching his boat to be a submarine.

Foreman Dan Sterling's nephew and wife have not only paid him a nice visit but have made him a great uncle. Dan's new nephew is a husky 8 pound boy of which he is very proud.

E. Wood and J. Jacobson spent a pleasant week end at Catalina. The speed boats and Casino were their favorites.

We are glad to hear from R. Taylor that his wife is some better.

From the amount of lettuce, carrots and cabbage that P. Wood carries for his lunch it is thought he is a vegetarian. Oh, well, so is an elephant.

We often wonder what that strange

power is Claudino has over women.

Milton McNally is thinking of buying a Chevrolet.

L. F. Hume had a very nice time on his week off. He went to Frazier Mountain and tamed four bears and two lions.

Jesse Doer says things get tough for a while and then get tougher. If he puts his money in stocks they go down and if he doesn't he loses his purse.



H. K. CONACHER

## DIVISION ONE

J. L. Sherrill is spending his vacation at Vista on his avocado ranch.

Introducing James J. Ritchie, a new addition to the Night Shift. Glad to have you with us, Jim.

Glen Davis has purchased an interest in a gasoline station and resigned to take charge of same. We were all very sorry to have Glen leave us but we wish him the best of luck.

After having had to speak his little piece to the Judge, William St. John has decided that fifty-five miles per hour is a little bit too fast to drive in Santa Monica.

Thomas Oakes is still off on sick leave with a broken foot. Tommy is getting along nicely and anxious to get back to work.

## DIVISION TWO

"Greater Moving Week" has been observed by the following employes of Division Two: A. Gongol, J. L. Bradley, E. Shaw, J. E. Griffith and P. W. Brown. Some "415 G's".

A. Edmunds was off a few days during the past month due to an attack of influenza but is now back to work and going strong.

A. L. Davis is the new man on the Day Shift, replacing H. T. Brown, who is acting as relief man in "Bill Cavett's Gang".

From all reports we have some very enthusiastic fishermen on the Night Shift, who enjoy fishing even though they do not catch anything. Jimmy Carmichael, we believe, is champion.

Fred Parker and family report a fine trip to Santa Barbara and return last month.

J. L. Bradley has had his Ford overhauled in preparation for summer. Jack says the old boat is as good as new again.

## DIVISION THREE

A. Roman has returned from a three weeks vacation trip spent in and around Longview, Texas.

W. Wickwar is still off on sick leave with a broken foot, but is improving.

## DIVISION FOUR

After purchasing a new 1931 Durant sedan, Henry Watts decided to break it in by loading it up with trout, so in company with Tom Watts, he headed for the fast water. It will take at LEAST one more

trip to break it in properly.

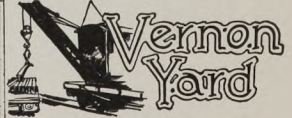
Walter Jackson has traded his old Ford in on a Pontiac sedan.

## DIVISION FIVE

E. Hess has returned from a weeks vacation at Catalina Island.

A. J. Hayward is now the proud owner of a brand new Ford coupe.

After having completed his first aid course, Fred Dudley is now on the lookout for someone with a broken leg or something. Does it say anything in the book about putting iodine on burns, Fred?



H. I. SCHAUBER

Oscar Fleetwood made good use of the double holiday, May 30 and 31, by going on a practice vacation to Julian, in San Diego County.

Leslie Sparks, after agreeing to his wife's pleas to take her on an automobile tour of Imperial Valley, finally hit on the plan of having his nose operated on to avoid making the trip. If his wife sees this before the doctor gets in his work, Mrs. Sparks will probably perform the operation, and Les will also make the trip.

Bouquets—To Jack Baldwin, for attention to onlookers during the North Broadway reconstruction. (Jack has already received one bouquet for this).

To Bill Rankin, for avoiding international complications with Africa, while working at Washington and Griffith. (Bill would probably have received several bouquets, had he remained on this job a little longer.)

Kelley Wellington Holmes, Foreman of Oilers, is spending his vacation visiting his sister in Seattle.

Glad to report the recovery of Clarence Zuber's son who was recently very ill.

Bricklayer Buckley has been busily engaged for the past month constructing a floor for the new incinerator in Vernon Yard.

Charlie Fields laid off for a couple of days last month, probably to get himself outfitted in the latest Hollywood fashions for his contemplated trip back east. Wish you luck with the big town gals, Charlie, old heart breaker!

We have a new tool house for second hand tools at Vernon Yard, admission to which can only be gained by seeing Claud Hall or Louis Schmidt.

Here's hoping for the early recovery of Ernie Blackwell's wife, who has been very ill. She is still faced with the possibility of a major operation.

Louis Schmidt is the latest Los Angeles Railway employe to become addicted to the use of milk toast. He had three applications of the gas mask and fifteen teeth removed all in one day. Ah-wah!

For bigger and better radio bargains, see Frank Putman. Last month he sold a one hundred dollar radio to Sam Cohn for thirty cents. (Apologies to Ripley) Lucky Sam!

Our sympathy is extended to Joe Posado Aguirre whose wife passed away on May 5th.