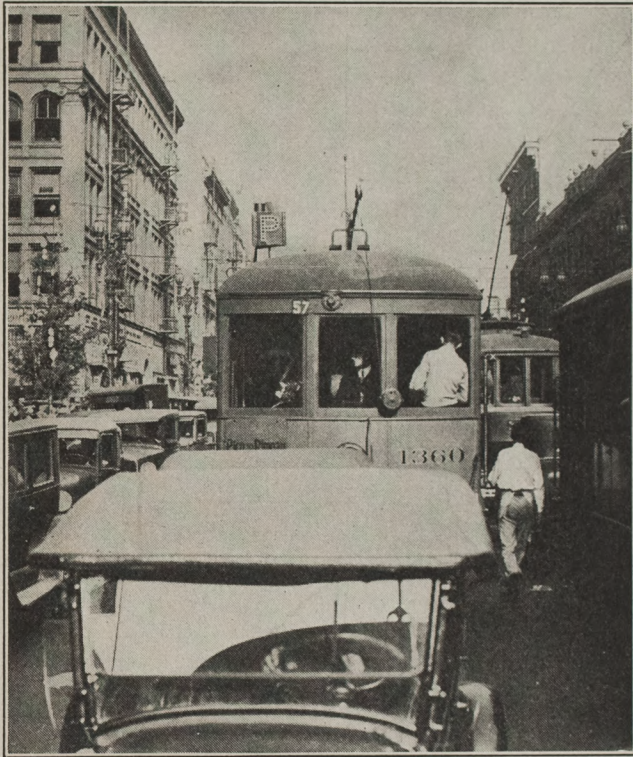
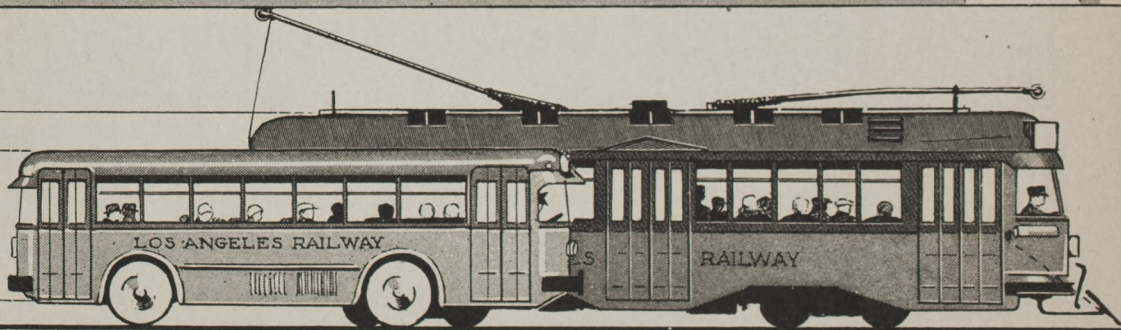
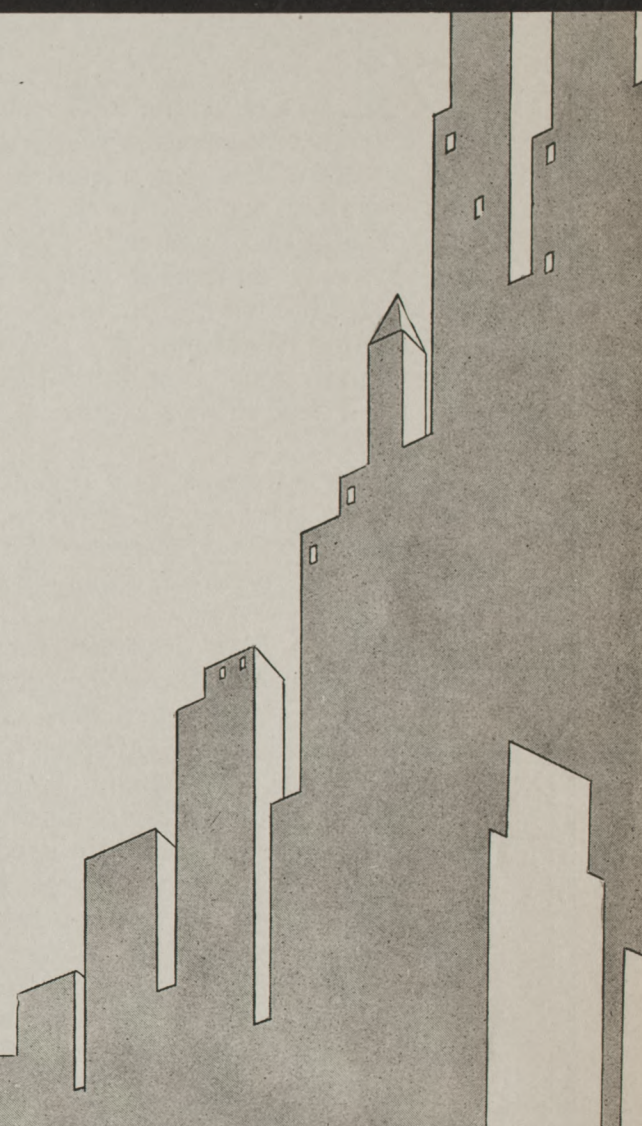


TWO BELLS



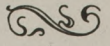
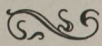
RUSH HOUR ON BROADWAY



VOLUME
TWELVE

MARCH
NINETEEN THIRTY-ONE

NUMBER
THREE



Accident Decrease For Year Gratifying

By C. M. McRoberts, General Claim Agent

A DECREASE of 3,739 accidents for the year 1930, as against the 1929 results is an excellent illustration of what can be accomplished by trainmen, and others, along accident lines. The decrease was 16.52 per cent.

The only important types of accidents showing increases were "Boarding standing car," "Alighting standing car," and "Falling in cars." These show a slight increase over 1929.

The largest single item of decrease, naturally, was in "Collision with Automobiles," which shows the very gratifying decrease of 3,442, or 23.58 per cent.

Although the decrease for the year 1930 over 1929 was very gratifying, there is still much work to be accomplished along Accident Prevention lines. Too many were injured on account of doors closing on their hands; too many injured on account of being struck by overhang of cars at curves; too many injured on account of cars stopping with step over traffic buttons; too many injured on account of car being stopped at dangerous places where

the step is too high; too many injured on account of holes and depressions in the street where people are unloaded.

If each conductor and motorman will increase his efforts in safety work with the determination that accidents shall not occur as a result of any negligence on his part, then the coming year should witness a still further reduction. I shall not be satisfied unless the next five years show a steady decline in the number of accidents we have, and especially that type of accident chargeable to some neglect on the part of our employees.

We still have much to improve in the matter of securing witnesses. During the past year there has been a number of accidents where passengers were injured in cars on account of "sudden stop of car," due to either a pedestrian or an automobile suddenly pulling in front of a street car, or motor coach, but the witnesses, when secured, were all on the rear of the car, and none of them could corroborate the motorman's statement as to the cause of the sudden stop of the car.

The Melody of Mind

A N acquaintance of an old music master once called on him and began telling him all his troubles. The old man listened intently and then said: "My friend, a good violinist strains the strings and yet he breaks none of them but makes thereby a sweeter melody."

Here is a thought we can all carry with us. When we want to appreciate fully the advantages we enjoy, we should tune up mentally. With the bridge down and the strings loose, there can be no harmony, no melody, no music. With a perfectly tuned mind we can endure or escape the troublesome things and thoroughly enjoy the present.



TWO BELLS

A Herald of Good Cheer and Cooperation

Volume Twelve

March, Nineteen Thirty-one

Number Three

Published Monthly by and for Employees of the Los Angeles Railway

JANET C. McNEILL
W. T. SHELFORD

Publicity Manager
Editor

Personnel Department Celebrates Birthday *Pierson Stresses Needs of Co-operation*

On March 1st, the Personnel Department which handles the Employees Benefit Plan and Provident Fund celebrated its first birthday. R. A. Pierson, affectionately known as "Bob" by the many employees of the Company, has been in charge of the Personnel Department since November 1, 1930.

Like the heads of all other departments of the company, Mr. Pierson takes great pride in the accomplishments and the efficiency of his department and is very much pleased with the results to date.

The plans for insurance, medical attention and employes savings put into operation by the Company is considered by experts in this line to be one of the very best in the entire United States. However, two things are of prime importance in the management of the Personnel Department—administration of the policy laid down by the management and the successful financial operation—administration of policy being first.

Men and women employees of the company who contact the Personnel Department will attest to the sincerity of its Manager in his endeavor to be of helpful service to each one. Mr. Pierson and the members of his staff are quick to answer every call for help coming to them from sick employes, and whether it is a matter of getting checks through promptly or of taking a sick person home or to the hospital by auto, the service is willingly and courteously performed.

The Medical Plan of necessity must be on a strictly economical basis, as the Personnel Department is given a budget to take care of medical service, and while the budget is a very liberal one, we all realize that that portion paid by the employes does not begin to cover the cost of this plan. While it is the desire of the Management that each and every case be given proper medical attention, it is also de-

sired that the rehabilitation of those suffering from some chronic ailment, unless the ailment has developed to such an extent that the employe's health is impaired, be postponed until such a time as we have a surplus from our budget. To make this point clearer, if a man has a wen on his neck, for instance, and it does not bother him particularly and has been there for years, the Personnel Department will be more than glad to take care of this when the Medical Plan has reached the point where it will warrant such expenditure. The Medical Plan was established to keep the bodies of employes as fit as possible and to care for sickness which incapacitates the employe from performing his regular duty.

The Employee Benefit Plans are just what the name implies, benefits for the employe; paid for by both the employe and the company and to achieve best results will require the complete support and co-operation of all members.

The abuse of privileges, the incurring of unnecessary costs or making unreasonable requests is not playing fair with either your fellow employe, or the Personnel Department.

The man power of the Los Angeles Railway is one of the Company's greatest assets represented in actual dollars which it costs to train men and women employes. This is recognized as a cardinal principle by the Manager of the Personnel Department and his business is to keep that man power and woman power in good health, to care for with the best medical attention obtainable those who get sick or need surgical attention; to be helpful and sympathetic and have what Mr. Pierson so aptly calls "an understanding heart."

While there have been some changes in the administration of the Personnel Department, Mr. Pierson

assures us that there has been no change in the policy of the Management from its inception, and it is the policy of the Department to take care of sick and injured promptly with the best medical service obtainable, and to see that all claims for indemnity are paid promptly when due.

Learn To Brake Right *Poor Braking Causes Loss of Time, High Energy Consumption and Flat Wheels*

By JOHN COLLINS,
Supt. Meter-Mileage Department

During the past two months an extensive survey of the manner in which cars are being operated indicates that the majority of motormen are not handling the air brakes properly. The following paragraphs reprinted from Two Bells of April 20, 1925, show how the brakes should be handled. No. 1 method shows the standard service stop which can be used in making about 75% of the stops. No. 2 shows how the brakes should be handled behind traffic. The other four methods indicate poor braking. Probably No. 4 method is the one most frequently used. This is just the reverse of correct operation and results in many flat wheels.

In stopping a car, your air line should go up to meet the speed line, and then decrease with it. When you have the maximum speed, you need the maximum pressure of air to overcome the momentum. As soon as the momentum has been overcome, the air has done two-thirds of its work, and air should be released according to the ratio of speed decrease, so that both points meet, or in other words, when you are out of speed, you are almost out of air, retaining only enough to hold the car until ready to start again.

Diagrams number one and two, show the only two stops a motorman should
(Continued on Page 6)

FINAL SAFETY DINNER OF YEAR



Third Safety Contest dinner in the ballroom of the West Gate Masonic Temple on February 6th. At speakers' table in center can be seen Mr. and Mrs. R. O. Crowe, Mr. and Mrs. C. M. McRoberts, Mr. and Mrs. R. H. Hilf and Mr. and Mrs. C. V. Means.

The dinner given on February 6th at the West Gate Masonic Temple in honor of the winners of the third Safety and Courtesy Contest was one that will long be remembered by those who had the good fortune to participate in the affair.

A full course dinner by Harry Tuttle, Manager of the Car Barn Cafe, and table service by Division Superintendents, Foremen and Department Heads were the outstanding features of the evening. Attractive place cards and menus added greatly to the picturesque flower-bedecked tables.

Operating Superintendent E. R. Dye was master of ceremonies and introduced the various speakers of the evening. As a sort of innovation, a representative of each winning group was called upon to tell just how they and their team performed in the manner they did to become winners.

The speakers, A. F. Stiner of Division One, E. J. Roche, Division Two, Jarvis Phillips, Division Three, J. J. Morgan, Division Four, and E. W. Watson, Division Five, told what it meant to each member of the team to be so honored.

R. O. Crowe, Vice President, was the next speaker. He expressed his pleasure on the occasion of the gathering and deemed it a privilege to keep in company with successful people. In congratulating the men for the splendid showing, Mr. Crowe also congratulated the wives and sweethearts for having such men in their families, and particularly the winning group of Division Three, which was made up of old timers. He also expressed the

regret that Mr. and Mrs. R. B. Hill were unable to be present due to Mr. Hill's absence from the city.

In concluding his talk Mr. Crowe stated that the railway business was dependent more on the platform men than any one in the organization and whenever any man fails to do his part, that weakness hurts the whole structure, but with representative groups, such as were gathered at the banquet, he felt sure that the future of the Los Angeles railway should cause worry to no one.

C. A. McRoberts, General Claim Agent, spoke briefly on the accident reduction situation and stated that there is no question that the success of the railway in the future depends upon keeping accidents down to offset the tendency of the courts to increase the cost of trials, pointing out that it costs more to handle 100 cases now than it did to handle 500 cases ten years ago. Mr. McRoberts also brought out the point that a smile pays big dividends to the Company. Many claims are difficult to settle because the trainmen are discourteous at the time of the accident. The proper amount of courtesy at the time, he said, would create a different attitude on the part of the claimant and tend to make settlement easier.

R. A. Pierson, Manager of Personnel, who always has a very warm spot in his heart for the platform men, spoke in brief on the accomplishments of the men in reducing accidents and hoped that the future contests would make for further reductions.

R. H. Hilf, Special Representative,

spoke on the hazards of the traffic situation in the city and of the problem confronting every serious minded man and woman in helping to prevent accidents.

C. V. Means, Traffic Manager, provided entertainment in the form of several musical numbers by local artists, making a fitting climax to a very successful evening.

Bowling

After seven weeks of play the Los Angeles Railway Bowling Team has jumped into first place in the Electric League in the second half of the season with only five weeks more to play. Naturally the team is striving hard to hold its position.

This league plays at the Davenport Alleys at 20th and Vermont at 6:30 p.m. every Wednesday, so anyone who likes bowling should give the boys moral support.

In the House League at Manchester and Broadway the Los Angeles Railway team plays every Monday night at 8:30 and is in third place—only four points below the leading team. They have been playing on these alleys for the past twenty-four weeks.

Howard Taylor, the "Great Napoleon" of the local bowling alleys captured everything in the way of prizes in bowling 251—the highest score made by any player in the House League so far this season. Howard is one of the boys of the Drafting Room of the Engineering Department. Congratulations, Howard.

Four Leads Witnesses Accidents Down

Division Four certainly has a Marathon record for holding first place in rounding up witnesses. They are still on top with a decided increase for February. Division Five also had an increase, while Divisions One, Two and Three fell below their January record.

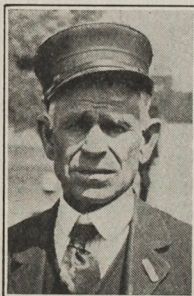
Comparative figures below:

January	February
Div. 4.....6.28	Div. 4.....6.69
Div. 3.....6.19	Div. 3.....6.02
Div. 5.....5.42	Div. 5.....5.52
Div. 2.....4.73	Div. 2.....4.71
Div. 1.....4.27	Div. 1.....4.17

The number of accidents decreased. For January, there were 1392 and for February 1329, a decrease of 63. The average witness per accident for January was 5.35 and for February 5.30.

On Special Roll

Another veteran of the rails to be placed on the Special Roll is Martin Sanford Fury, Conductor, Division Three, who has marked up a score of twenty-four years and eight months of active service in platform work on February 13th, last.



M. S. Fury

Fury was born in Mays Lick, Kentucky, on November 12, 1867, and was employed by the Company on June 22, 1906.

His hearing has become so impaired that he has been relieved of active duty.

Old Timer Passes

Over two score years of faithful service is the record of Hugh Brady, Flagman, Transportation Department, who passed away on February 10th, following an illness lasting since December 5th, last.

Born in Cavan, Ireland, on February 16, 1859, Brady emigrated to this country when but a young fellow and on October 25, 1889 he secured a job with the Pacific Cable Railway as hostler. In 1893 he changed over to motorman when the Pacific Cable Railway was taken over by the Consolidated Railway Corporation. In 1895 this company was acquired by the Los Angeles Railway. On April 1, 1923, Brady was appointed flagman, which position he occupied until illness prevented him from flagging.

There is a saying that "Necessity is the mother of invention", and as something very necessary was needed to meet a situation at the Santa Fe crossing on San Fernando Road, Lloyd Yeager, Superintendent of Lines, supplied the invention.

On account of impaired clearance for locomotives and coaches under the trolley wire at this point due to viaduct construction work, "Professor" Yeager conceived the idea of a bascule for the trolley wires and the photo shows what happens when the "limited" comes through.

The lower photo shows the first car that went under the new overhead construction Sunday, February 1st, at 10:40 a. m., and "Believe it or not" sighs of relief went up from supervisors, trainmen, dispatchers, schedule makers, switchmen, division clerks and in fact everybody who was interested, when this momentous event occurred. The track order read "From 11 p. m. January 31st to 6 a. m. February 1st", but the best laid plans go awry and, as the minutes ticked off, the anxiety on the part of those who were trying to furnish service naturally increased.

Conductor Cumberland of Division Three took the lower picture at the auspicious moment when Motorman Naggie and Conductor R. Brown of the same division piloted the first car under the new viaduct.

Coach Line Extension

Los Angeles Motor Coach Co. Crenshaw-Vine-La Brea Line will be extended March 16th to operate from West 54th St. and Crenshaw Blvd., via Crenshaw Blvd., Wilshire Blvd., Rossmore Ave., Vine St., Hollywood Blvd. and La Brea Ave. to Pico St. Its Vermont-Griffith Park-Hillhurst Line will terminate at Monroe and Vermont, connecting with Line "V." Direct connection with Line "H" at Melrose and Heliotope will be discontinued.

TROLLEY WIRE DRAWBRIDGE



February Complaints Show Decrease

Discourtesy remained at a standstill. Fare and Transfer Trouble, Carrying Passengers Past Stop, Short Change, Service and Miscellaneous complaints decreased; while Starting Too Soon, Passing Up Passengers and Dangerous Operation received more bad marks than usual.

Detailed figures follow:

Discourtesy 18 in January, 18 in February; Fare and Transfer Trouble 48 in January, 45 in February; Starting Too Soon 7 in January, 10 in February; Passing Up Passengers 7 in January, 15 in February; Carrying Passengers Past Stop 9 in January and 8 in February; Dangerous Operation 1 in January, 2 in February; Short Change 14 in January, 8 in February; Service 15 in January, 9 in February; Miscellaneous 33 in January, 27 in February.

The total number of complaints for January was 152, in February 142, a decrease of 10.

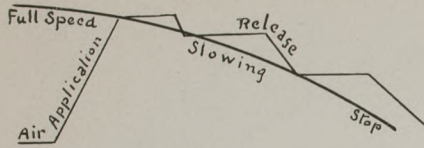
Commendations Decline

There were 57 commendations in January and 44 in February. The number of men commended at each Division was: Division One, 11; Division Two, 11; Division Three, 17; Division Four, 8; Division Five, 9.

(Continued from Page 3)

use, and endeavor to perfect.

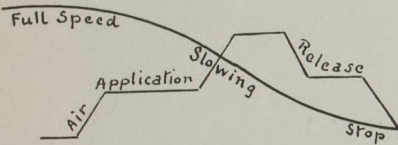
Correct Service Stop



1

1. Above curve shows proper application of air for quick, smooth service stop, to pick up or discharge passengers. Make application heavy enough, and soon enough, so that if held on, car will stop short of mark, then by the graduated release of pressure out of the brake cylinder, guide the car to the mark so that a little air remains when the stop is made. Lines show air overcoming the speed, then released down to speed line, just ahead of the possible skidding of the wheels.

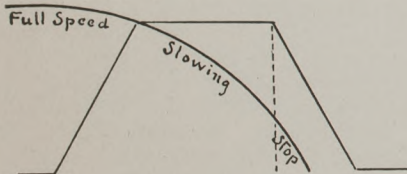
The Test Stop, the Approach Stop, and the Investigation Stop



2

2. This is the most important stop of all, and is the proper application of air when approaching dangerous places, cross streets or objects. We call it the "approach to point of observation." Make slight air test a greater distance away. You want to be sure that the brakes are in working order, for there is danger ahead if investigation shows stop to be necessary. Apply more air for final check, and release ahead of skid. For the last 25 feet, speed is such that stop could be made with reverse if necessary. That is, you "sneak up" for the last 25 feet to the stopping point.

Lazy Man's Stop, and a Flat Wheel Producer

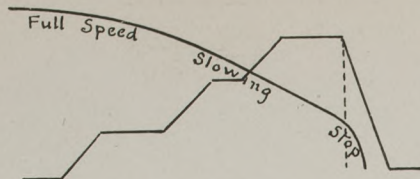


3

3. Applying air right, but holding it too long. High pressure air at low speed, causing the rear wheels to skid first, and then the others are liable to skid as motorman starts to release the air. The distance they skid, depends upon the distance the car traveled from time release was started, also is the cause of rough

stops, and should not be practiced.

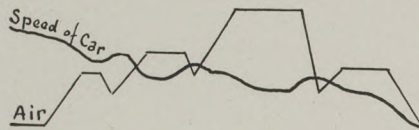
The Reverse of Correct Stop



4

4. Graduated increase of air, while speed is decreasing, building a high air pressure against a low speed, unable to release in time to avoid skidding of wheels and rough stop. This should be avoided.

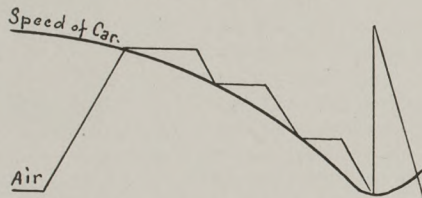
No Purpose, Eccentric Stop



5

5. Fanning the air, wasting air, wavy speed line to discomfort of passengers, poor judgment, and careless operation.

Lapse of Attention



6

6. Making the correct stop, then letting air feed up to full pressure while car is standing, which causes loss of time in starting and feeding the controller before brakes are released, unnecessary use of air, unnecessary consumption of power, unnecessary delay in starting. This is the terminal stop, but should be discouraged in ordinary operation.

It is easy to learn two stops well, and the way you do is the way you learn, for practice makes perfect.

Division Assignments

To Division One: Motomen O. H. Burton, R. Kyle, C. T. Watts, R. Tracewell, E. G. Pearce, N. Robinson. Conductors F. E. Soule, O. E. Mueller, C. W. Evans, C. C. Walker.

To Division Two: W. C. Waedekin, D. Mac Dougall, R. T. Willis.

To Division Three: Motormen M. J. Angel, D. C. Bassett, G. W. Morehouse, J. B. Hodges, S. R. Barnett, H. O. Fetty, E. Henry, M. J. McCabe, O. E. Smedley, W. J. Hulme, A. Orovetz.

To Division Four: W. E. McGuyre, A. S. Martin, M. W. Carey, J. L. Degen, G. J. Emerson.

To Division Five: W. I. Barnhart, A. G. Albresht, A. R. Hicks, P. P. Prichard; Conductor A. H. Eidson.

COMPOSER



Harry C. Nordmark

A musical creation that seems to be taking very well over the air entitled "Dream Rose" comes from the inspired pen of Harry C. Nordmark, a young member of the Los Angeles Railway family. Quite recently the song, a waltz, made its debut over Station KECA and since is becoming quite popular over other radio stations. The words and music were written by Nordmark and piano accompaniment was arranged by Lloyd Stone, a U. S. C. student majoring in music.

Nordmark, it will be remembered, was formerly a Scribe for Two Bells, representing the Coach Division. He is now in the office of the Superintendent of Car Equipment at the Shops. He studied music in high school and has developed a fine baritone voice. Four other songs have been written by him and are awaiting publication.

Harry is a quiet, unassuming young fellow, but full of ambition and we wish him the best of luck and success in the great realm of music.

Legion News

Los Angeles Branch No. 10, Canadian Legion, is staging a concert in the auditorium of the Patriotic Hall, on Figueroa Street, Tuesday, March 24th, at 8:00 p. m. Admission twenty-five cents.

On February 13th, last, D. H. Johnston, Chief Clerk of the Meter-Mileage Department, and formerly a member of the Nova Scotia Highlanders, had the sad task of assisting in the funeral services of his old colonel, D. A. MacRae, at Forest Lawn Cemetery.

Square and Compass

Doings

At the next stated meeting of the Square and Compass Club to be held in the Masonic Temple, Pico and Figueroa Streets, Saturday, March 21st, the young men of Southwest Chapter, Order of DeMolay will confer their first and second degrees for the benefit of club members. President John Collins is sending an appeal to each member to bring another member or prospective member with him that evening and help swell the attendance.

February Meeting Successful

A very good meeting was held on February 21st, when nine candidates were admitted to membership in the customary manner.

Team Confers Degree

The Third Degree Team under the direction of Phil Klingelsmith conferred the degree of Master Mason on W. A. Clinton, Machinist, South Park Shops, in Moneta Lodge on February 12th, last.

Guests of Hollenbeck Lodge

Members of the Club had the distinct privilege of being guests of Hollenbeck Lodge at its stated meeting on March 3rd. This Lodge has instituted a plan to invite Club Members as their guests to dinner at stated meetings and members of the Los Angeles Railway Square and Compass Club were the first to be invited under this plan.

Appreciation

Your kind expression of sympathy is deeply appreciated and gratefully acknowledged.

Mrs. A. Brady and family.

For Sale

The five-room house and lot at 472 East Avenue 28 is for sale or rent. Liberal terms for payment will be made. Apply at Room 1025 L. A. Railway Bldg.

Dahlia Seed, \$1.00 per hundred;
Dahlia Plants, 25c per dozen.

Erickson's Dahlia Garden, 5117 Arlington Street, operated by Motorman Louis Erickson of Division Five.

Waltham Watch, railroad, 17-jewel, excellent condition. \$20.00. Room 601, Los Angeles Railway Building.

Boy's tricycle, originally cost \$18.50, perfect condition. Will sell for \$10.00. Room 601, Los Angeles Railway Building.

DIV. TO PLAY	AT DIV. 1	AT DIV. 2	AT DIV. 3	AT DIV. 4	AT DIV. 5
DIVISION ONE		MARCH 16	APRIL 6	APRIL 10	APRIL 20
DIVISION TWO	APRIL 24		MARCH 20	MARCH 27	APRIL 8
DIVISION THREE	MARCH 25	APRIL 13		APRIL 22	MARCH 30
DIVISION FOUR	APRIL 1	APRIL 29	APRIL 17		MARCH 18
DIVISION FIVE	APRIL 15	APRIL 3	APRIL 27	MARCH 23	

Pinochle Contests Starts March 16

Some of the Kings and Queens of the pasteboard realm will lose their social status in the good old game of pinochle when the expert "pinochleists" of each division get together in a series of games commencing on Monday evening, March 16th, at 8:00 p. m. sharp, between Divisions One and Two on Division Two's home ground.

Last year's champions of Division Two, twice winners of the cup, are out to make the silver decoration in the office of Superintendent T. Y. Dickey, a permanent fixture this year. Of course, that is up to the other Divisions whether it will be or not.

The schedule calls for three games a week, Mondays, Wednesdays and Fridays, similar to the plan of last year, with the last game ending on Wednesday, April 29th.

The players of the various divisions are as follows:

For Division One: Conductors W. A. Walters and Safety Operator J. P. Benedict; substitutes, Conductors A. Light and G. E. Haddow.

For Division Two: Conductor T. J. Kelley and Motorman W. D. Billips; substitutes, Conductors M. Taylor and F. B. Slaughter.

For Division Three: Motormen C. L. Westenberg and J. O. Cook; substitutes, Motormen M. B. Capps and G. M. Martin.

For Division Four: Motormen C. W. Allen and T. H. Speed; substitutes, Conductors R. E. L. Carroll and R. E. Davis.

For Division Five: Motormen Bert Cox and Jack York; substitutes, Motormen Jim Morton and Rufe Farmer.

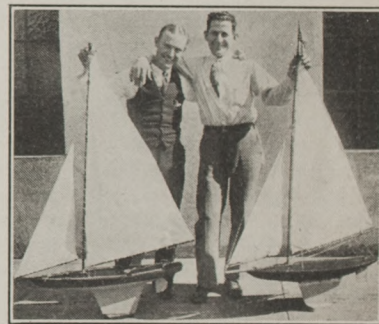
Once again R. B. Hill, Manager of Transportation, and eliminator of pinochle champions, will take on the

winners of this tournament at a date to be fixed after the close of the contest. The losers of the last game will choose a partner for him, and there are no strings attached to this challenge—absolutely no bag of tricks.

Those who get in on this game are assured of a real feast at Bob Hill's expense. Those who were fortunate enough to get in on the last feed know what that means.

So here we go off with a bang on March 16th to see whether or not Division Two keeps that cup.

TH' BOSUN 'N SKIPPER



"Shivver me timbers fore and aft, if it ain't Bosun Bailey and Skipper 'erbert with their bloomin' wind-jammers."

Said the Skipper to the Bosun, "How about clippin' it up at Westlake Park?" and the Bosun said, "Aye, aye, sir", which in so many words meant that Jack Bailey and Bill Herbert raced their craft recently at Westlake Park with the result that Bailey finished "a la Sir Thomas Lipton"—undaunted and determined to improve his craft to make a better showing next time.

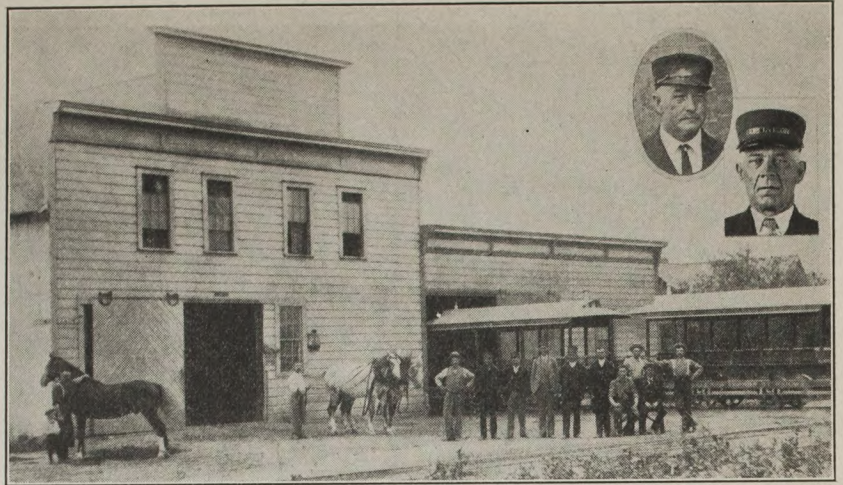
Both these fellows built their sail boats on the same dimensions and it shows what a little skill and perseverance will do.

Romance of The Rails

By EDWIN L. LEWIS
17th Installment

The Los Angeles and Vernon Railway Line was built in 1887, purely as a real estate venture. Operation was started in March, 1888, on Los Angeles street at Aliso to First, to San Pedro, to Third, to Central avenue, to Slau-son avenue. The region around Central avenue and Vernon avenue was called "Vernon", hence the name. Car House was at 22nd and Central. The line was broad gauge, single track south of Fifth street. There was one man to the car, serving as driver and conductor; when it was necessary to collect fares, he wrapped the lines around the brake staff and was absent from his post until the fare collections were completed.

Early in its history Frank W. Perry, whom many of the older men know, was placed in charge as Superintendent and was continuously with the company in the capacity of Foreman and Supervisor until he passed away July, 1926. He was a friend to every man and every man was his friend. He was never known to neglect a duty. The last few years of his activities were devoted to railway stations. William O. Lambertson, in quest of adventure and conquest of a new country, left Peoria, Illinois, in December, 1887, and reached Los Angeles a few days later. After following various occupations, he entered the employ of this Line as a stable boy in the fall of 1888. After two years he left for a few months and then returned to the employ of the company again, this time in the car service, where he continued until recently placed on the Special List. He has shown himself to be possessed of exceptionally reliable characteristics. The ladies might have a criticism to make of him as he has always remained a bachelor. Jesse Gough, tiring of the monotony of endless prairies and constant winds, heat and cold of southeastern Kansas, arrived in Los Angeles in July, 1887. He busied himself in various occupations until the early months of 1890, when he sought employment with the Vernon Car Line as a driver and conductor. In an interview recently, Jesse said: "I continued work on the horse cars until the Line was electrized by the Consolidated Electric Railway. At noon September 16th, 1891, I turned in my car at 22nd and Central, and went to Sixth and Central and at one o'clock took out an electric car, which was the first car operated electrically in service over the Line. I had been on a trial trip the day before. I continued working as conductor until December, 1904, when I was made Supervisor and have been with the company continuously in that capacity



Car house of the Los Angeles and Vernon Railway at 22nd and Central in 1888. Top insert: William O. Lambertson, and lower, Jesse Gough.

since. In 1904, the company was operating 175 cars. There were about 125,000 inhabitants in the city when I first started work with the company, and I have had the rare pleasure and privilege of assisting in the operation and building up of our transportation system to its present enviable position."

(To be continued)



Births

Motorman O. C. Adams of Division Two announces the arrival of Reese Orville Adams on February 17th. Mother and young son are doing nicely, and O. C. seems to be very happy.

* * *

On February 7th, a boy, weighing eight pounds, arrived at the home of Motorman P. J. Kuchesky of Division One. He has been named Harold Gayle.

* * *

Congratulations are in order for Motorman D. A. Brewster of Division Five, whose wife presented him with a baby boy tipping the Fairbanks at eleven pounds. Mother and baby are doing fine and daddy is still smiling.

* * *

Conductor J. A. Smaby proudly announced the arrival of a handsome baby boy, February 2nd, weighing seven pounds and twelve ounces. They named him Richard Earle. Best wishes are extended to the happy parents.

* * *

A. L. Irwin is the proud father who has been bragging around the Motor Coach Division about his baby boy who was born February 26th. His name is Glenn Alvis.

* * *

A. N. Dalbey of the Motor Coach Division reports that a bouncing baby boy arrived at his home February 6th. He has been named Thomas Anthony. Mother and son are doing fine.

Girl Cagers Strut Stuff

With only three games to go to finish the season, the Girls Basketball Team is holding second position in the Industrial League at the Echo Park Playground.

In the game on Friday, February 6th, the Railway Girls met and defeated Desmonds, 39 to 19. On Thursday, February 12th, they defeated Barker Brothers, 49 to 34.

The "tokenetts" suffered their only defeat of the season so far, when they tangled with Information Exchange on February 17th. This ended in a victory for the Exchange, 27 to 24.

Back to their old stuff on Tuesday, March 3rd, the tokenetts defeated The May Company team, 30 to 29, in a closely contested game.

On March 12th they are scheduled to meet Pacific Mutual; March 17th, Vermont Exchange, and on April 9th, the Leaders.

Aches and Pains at Vernon Yard

Spring training is in full swing at Vernon Yard now that the Lary Baseball Team is getting lined up for the 1931 season. With the exception of possibly three players the aggregation is similar to the one of last year.

This year the team is strengthened by E. J. Berry of the Coach Division, a former Angel player, who is presiding as Captain of the team. The season will be short and snappy this year, terminating at the end of June.

On March 15th, at 2:30 p.m., the first Sunday game of the season will be played at the Yard. If you want to see some good games, drive out and watch the boys do their stuff.

The Lary team played twenty-four games last season, winning seventeen and losing seven.



Motorman T. N. Harris of Division Two and Miss Margaret Hershey were secretly married on Valentine's Day, or at least they thought it was a secret. Congratulations.

* * *

Better late than never, but the information just reached us that Motorman F. A. Smith of Division One and Elizabeth Von Metzner were married December 13th. The ceremony was performed at the home of Motorman Clyde Yocum, the Rev. Bruce Brown officiating. Among those present were Mr. and Mrs. Yocum, Mr. and Mrs. William Watson, Mrs. Newsome, the bride's daughter, Mr. and Mrs. Fisher and the groom's daughter, Mrs. H. T. Barnett.

* * *

On February 11th, 1931 Conductor P. C. Hampton, of Division Five, stepped into the ranks of married men, having married Miss Lucille Lane, daughter of Conductor W. Lane, of Division Five. The ceremony was performed at the bride's home at 6223 Sixth Avenue, after which the happy couple left for San Diego and vicinity on their honeymoon. Congratulations Mr. and Mrs. Hampton.

* * *

Well, gang, it's not unusual for a fellow to slip off and take unto himself a bride. Even keeping it a secret for a few weeks is not uncommon, but Division Four trainmen were genuinely surprised when they learned their fellow-worker, Motorman C. L. Roth has been very much married for the past three months. The bride was Miss Hilda Ferguson. Our very best wishes to the happy couple.

* * *

Division Four men also extend congratulations to Motorman G. L. Brennstahl, who took the solemn vow February 3rd. Miss Violet Carlson was the happy bride.

* * *

Conductor M. M. Auferheide, another well known Division Four man, made a plunge into matrimonial waters on Valentine Day, February 14th. The bride's name is not available but anyhow,—congratulations.

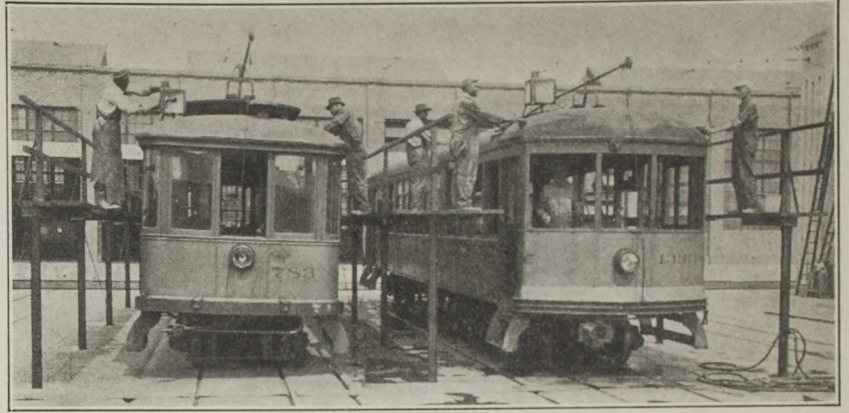
* * *

On February 14th the St. Rose of Lima Church, Denver, Colorado was the scene of a pretty wedding which united F. L. Cleary of the Motor Coach Division and Mary Ann Gehl of that city. Mr. Cleary came back without his bride but will soon make her a resident of Southern California.

* * *

W. H. Coker of the Motor Coach

IN FOR A SCRUBBING



Two cars being cleaned on the scrub tracks at the South Park Shops, with a group of the cleaners in action.

When a car is brought to the South Park Shops for overhauling, it is necessary to thoroughly scrub it clean of all dirt and grease before the work of repairing commences. To do this more effectively, a permanent elevated structure has been installed at the South Park Shops scrubbing tracks, so that the cleaners may have a safe and convenient place to stand when they are scrubbing the roofs and upper portions of the car body.

Division was married February 5th to Miss Helen Lauterborn of this city. They are at home now to their friends at 664 E. Adams.

* * *

J. R. Morton of the Motor Coach Division was married February 9th to Miss Margaret Evelyn Kirk. The happy couple will reside at 1332 Bond Street.

* * *

C. V. Logue of the Motor Coach Division was married February 20th to Miss Ruth Barley. Congratulations.

* * *

E. C. Teel of the Motor Coach Division helped make February a banner month for marriages by taking as his wife Miss Lillian Edna Doering on the 24th. Many thanks for the smokes.

* * *

Saturday evening, February 28th G. M. Mendenhall of the Motor Coach Division and Miss Elizabeth Pearl Weaver of this city stole a march on their many friends and were the participants in a quiet wedding at the minister's house. Congratulations.

* * *

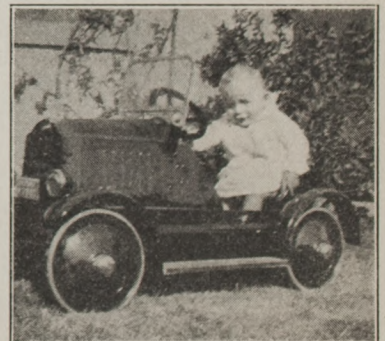
A. G. Gerritsen, of the Winding Room, South Park Shops, takes a second trip to the altar. Ye Scribe failed to learn the lucky lady's name but to her we extend our hearty congratulations and to the happy bride-broom our best wishes.

One Candle



Introducing "Betty Faye," one-year-old daughter of Conductor L. H. Walton, Division Three. The picture shows the young lady's first birthday cake.

Free Wheeling



This is little Elaine G. Scholes, 9 months old daughter of E. L. Scholes of the Store Department, trying a little free wheeling in her de luxe touring car.



Larry Lamb's



Heh! Heh! Have you heard about the Scotchman who married a tattooed dancer so his children could see moving pictures?

"Well, Mrs. Johnsing," announced the colored physician, after taking her husband's temperature. "Ah has knocked de fever outen him. Dat's one good thing."

"Sho' 'nuff," was the excited reply. "Does dat mean dat he's gwine to get well den?"

"No," replied the doctor, "dey's no hope o' him; but you has de satisfaction ob knowin' dat he died cured."

Here lies a man who saved his all
For days when the rain and snow should fall;
He knew no pleasure, shared no game—
And died before the blizzard came.

A Scotchman, in a great state of agitation, telephoned the doctor.

"Come at once," he said, "ma wee bairn has swallowed a saxpence."

"How old is it?" queried the doctor.

"1894," was the reply.

Binks was busily engaged with a spade in the mud beside his car when a stranger hailed him.

"Stuck in the mud?" he asked.

"Oh, no," explained Binks cheerily.

"My engine died here and I'm digging a grave for it."

The little boy was gazing pensively at a gooseberry bush.

"What's the matter, darling?" asked his mother.

"Have gooseberries any legs, mother?" asked the little chap.

"No, darling, of course they haven't," said his mother.

The boy's look became more pensive than ever.

"Then I guess I must have swallowed a caterpillar," he said.

First came the "realtor," then the "mortician," later the "beautician," subsequently the "bootician," then the "pedicure." And the other day a large motor truck careened down Broadway, bearing the imposing legend: "Kelly & McGuire, truckologists."

"Ze Americaine he is ver' funny. Ze Frenchman can nev' understan' heem—jus' like ze Americaine cocktail. Firs' he put een whiskey to make ze drink strong, zen he put in water to make her weak, zen he drop in some sugar to make her sweet, nex' he put in lemon to make her sour, zen he say 'here's to you' an' he dreenk her he'self!"

Mose—Yo' all didn't get no rabbits? Didn't you have your rabbit's foot with yo' when yo' went huntin'?

Andy—Sho! Ah had one, but de rabbits had fo'.

Doctor (after bringing victim to)—How did you happen to take that poison? Didn't you read the sign on the bottle? It said "Poison."

Ebenezer—Yassah, but Ah didn't believe it.

Doctor—Why not?

Ebenezer—'Cause right underneaf it was a sign dat said "Lye."

Prison Warden: "You say you have a complaint to make? Well, what is it?"

Convict: "There ain't enough exists, sir."

Sunday School Teacher: "And when it rained forty days and forty nights, what happened then?"

Bright Willie: "The natives said it was very unusual."

Professor: "Give me some of that prepared monoaceticacidester of salicylic acid."

Druggist: "Do you mean aspirin?"

Professor: "Yes. I never can think of that name."

Humphrey: "I think Napoleon was a much greater soldier than Bonaparte."

Arthur: "But they were identical."

Humphrey: "That may be. But I always will believe that Napoleon was much the more identical of the two."

DON'T QUIT

When things go wrong, as they sometimes will,

When the road you're trudging seems all up-hill,

When the funds are low and the debts are high,

And you want to smile, but you have to sigh,

When care is pressing you down a bit, Rest, if you must—but don't you quit.

Life is queer with its twists and turns, As everyone of us sometimes learns,

And many a failure turns about When he might have won had he stuck it out;

Don't give up, though the pace seems slow—

You may succeed with another blow. Success is failure turned inside out—

The silver tint of the clouds of doubt, And you never can tell how close you are

It may be near when it seems far; So stick to the fight when you're hardest hit—

It's when things seem worst that you mustn't quit.

—Selected.

SEVEN TIMES AND OUT

Seven is a cabalistic number; it is also a favorite of poets.

The seventh child of a seventh child is reputed to have psychic powers.

But a Greek professor has discovered seven to be destructive. Writing for a Greek paper that appears in Paris, he produces a mathematical curiosity, which we reproduce from the London Evening Standard:

"The magic figures are 142,857. If they are multiplied by two, the result is 285,714. That is, the same figures and the same sequence. Multiply by three and the figures 428,571 and sequences are still undisturbed. Multiplied by four, the result is 571,428. Here again are the same figures and the same undisturbed sequence. Multiply by five and the result is 714,285; by six, 857,142. In this last example the result is even more curious, because the two sets of three figures are exactly transposed.

"When, however, the doubtless weary figures are multiplied by seven the magic formula breaks down and the following curious result is achieved—999,999."—Selected.

WHEN IS A MAN A SUCCESS?

When he refuses to slander even his enemies.

When he does not expect to get good pay for poor services.

When he does not wait until tomorrow to do the things that should be done today.

When he is loyal to his employer and not false to the ones with whom he works.

When he intelligently cooperates with the other members of the organization.

When he is studying and preparing himself for a higher position with better pay.

—The Silent Partner.

Strong men can afford to be gentle. Only the weak are intent on "giving as good as they get."

William F. Beery.

When everything goes wrong, it's a sign that you need to overhaul yourself.



Bouquets

For (1) Conductor A. J. Hathwell of Division One from Joann Pollo for courtesy.

For (2) Conductor O. L. Dunn of Division One from Sue Emery for his pleasant and courteous manner.

For (3) Conductor J. A. Weathers of Division Five, (4) Motorman L. C. Wahlberg of Division Two and (5) Motorman R. Williams of Division Two, from F. G. Carr who writes, "These men were very kind to me and also looked to the comfort of their other passengers." Conductor Weathers is also commended by Mrs. Grace Munch for advancing her fare.

For (6) Conductor C. K. Herbert of Division One from Mrs. Sarah E. Bastajian for courtesy.

For (7) Conductor L. L. Rentch of Division One from Mrs. F. H. Coles who writes, "This conductor was so pleasant and the people to whom he

spoke seemed so satisfied with his answers that good fellowship fairly radiated throughout the car." He is also commended by William L. Pfeiffer who states, "This conductor handled your business so good naturedly that everyone on the car felt friendly to your company despite unpleasant conditions."

For (8) Motorman C. Caper of Division One from Mrs. K. Love for courteous and accommodating manner at all times.

For (9) Conductor J. H. Bell of Division One from Mrs. Opal S. Corye who writes, "On my way to the Masonic Temple I dropped a small pin of my daughter's, which she prized highly, and there was little chance of finding it in the dark. Conductor Bell assisted me to find it. It took but a moment on a little traveled line, and the passengers all seemed pleased that it had been found. We like the whole system for this individual courtesy."

For (10) Motorman E. J. Roche and (11) Conductor J. T. Little, both of Division Two, from James J. Shields who thinks the team of Roche and Little an incomparable pair and one that the company should be proud of, as they are invariably courteous and helpful.

For (12) Conductor H. Cunningham of Division Two from Mrs. Etta Adams for kindness and politeness.

For (13) Conductor H. Cannon of Division Two from William H. Cowgill for courtesy in assisting a blind man off the car and to the curb.

For (14) Conductor C. F. Lytton of Division Two from Mrs. F. F. Stetson for assisting a blind negro from the car to the sidewalk.

For (15) Conductor J. L. Donnelly of Division Two from Mary A. Cantwell for courtesy in finding some valuable jewelry for her and returning it at once, for which he would take no reward.

For (16) Conductor H. O. Potter of Division Two from H. W. Richards for assisting a crippled man to alight, and for unusual courtesy to women and children.

For (17) Motorman E. V. Todd of Division Two from M. Payne for excellent operation and also for courtesy to elderly women.

For (18) Motorman M. M. Moore of Division Two from Nurse Miriam Jean Rollins for holding the car for her.

For (19) Conductor J. Dennison of Division Two from Mrs. Clara S. Fisher for courtesy in calling streets loud enough for everyone to hear.

For (20) Conductor H. A. Corneth, (21) Conductor William Dewey Potts, (22) Conductor L. Jurick, (23) Conductor T. D. Hall, (24) Motorman D. W. Lantz, (25) Conductor S. J. Riggs, (26) Conductor G. R. Perdew, (27) Motorman W. Jennings, all of Division Three, from Ella M. Kennedy for kind and thoughtful attention.

For (28) Conductor J. W. Wilson of Division Three from Miss Alice Pryer for courtesy in returning her pocket-book which she had left on car.

For (29) Conductor A. L. Morris of Division Three from Mrs. T. A. Bruce who writes, "I never saw such a pleasant man, and he looks out for the little things, and is so careful about his passengers. I cannot speak too highly of him."

For (30) Conductor J. W. Allen of Division Four from E. F. Hall who states, "I can assure you that it was a real pleasure to me to watch this man handle his passengers, while in Los Angeles on a visit a few days ago. I will also state that your crews are far more courteous than most employees on street railways."

For (31) Motorman G. Richter of Division Three from Paul E. Younkin who states, "I want to take this opportunity to compliment, through you, Motorman G. Richter for one of the nicest bits of correlated thinking and action that it has been my privilege to witness, in avoiding a collision with an automobile, which would have resulted in serious injuries, had it not been for his quick action."

For (32) Conductor E. C. Croughan of Division Three from Ruth N. Johnson for averting an accident and for assisting a cripple on and off the car.

For (33) Conductor L. E. Sherwood of Division Four from Mrs. Lou G. Martin for courtesy and kindness.

For (34) Motorman H. Trogden of Division Four from Mrs. M. W. Lancaster for courtesy in holding the car for her.

For (35) Conductor F. H. Shuster of Division Four from F. H. Griffin for assisting a feeble woman on the car and finding her a seat.

For (36) Conductor G. E. Jolly of

Division Four from Dr. William Wenzlick for courtesy and honesty in bringing change to him when he had bought tokens and walked away without his money; also for properly calling streets and looking out for old people, who failed to look out for themselves.

For (37) Motorman A. E. Temple of Division Four from Miss Martha Bergh for courtesy in holding the car for her.

For (38) Conductor G. J. Harrison of Division Four from C. K. Brust for courtesy.

For (39) Conductor J. M. Strickfaden of Division Four from Hamilton Steel who writes, "Men of his type are indispensable in a business serving the public. It is not only for advancing my fare that I am writing this, but for the gracious and courteous manner in which he offered to do so."

For (40) Conductor E. J. Marceau of Division Five from Mrs. R. F. Dyer who writes, "On boarding the 'M' car this morning, my baby dropped her doll. Upon my exclamation, your conductor immediately jumped from the car, retrieved the doll, returning it to baby with a pleasant smile. I want him to know how much I appreciate this exceedingly fine courtesy."

For (41) Conductor C. R. Banks of Division Five from Mrs. M. A. Kemp for courtesy and helpfulness.

For (42) Motorman W. M. Marion of Division Five from Mrs. J. A. Dent for remaining calm and courteous to his passengers who plied him with questions, and for careful operation.

For (43) Motorman F. Barrett of Division Five from C. W. Dins for skillful operation. He is also commended by Mrs. J. W. Williams for holding the car until she could board, which courtesy was greatly appreciated.

For (44) Conductor M. J. Wallace of Division Five from Mrs. Ruth Anderson who writes, "I have never seen a man so kind and refined, and especially so to little children and elderly people."

For (45) Conductor G. F. Young of Division Four from C. Karel for calling streets clearly and loud enough for all to hear, and cheerfully answering any questions asked him.

For (46) Conductor D. A. Buzzell of Division Five from Harvey T. Anderson, Jr., for quick action in assisting a lady trying to board a moving car and saving her from possible injury.

For (47) Motorman D. McCarthy of Division Five from Mrs. Leroy Bretz for courtesy.

For (48) Conductor D. A. Soloway of Division Three from Mrs. Belle W. Jack for assisting elderly people on and off the car, and admonishing those who were standing up to be careful when the car went around the curves.

For (49) Conductor R. Lightfoot of Division Two from J. Carmichael for averting a serious accident by pulling a man on the car when he tried to jump off while the car was in motion.

For (50) Conductor D. J. Haverstick of Division Five from Mrs. C. H. Sundstrum for advancing her fare, and for courteous answers to questions which were asked him.

Change in Seats

To add to the comfort of patrons, the seats of 78 type "B" four-motor cars are being changed from longitudinal to cross section type in the enclosed section of the cars.

"PRINCESS"



Edythe Brumpton

Miss Edythe Brumpton of the Auditing Department was recently accorded the signal honor of having bestowed upon her the title of "Princess of the Canadian Maritime Provinces".

She was chosen from among a great number of contestants at a ball in the Alexandria Hotel given by the American and Canadian Tourists Association on February 9th, at which Governor Rolph officiated. The young "Princess" was again royally entertained at the San Bernardino Orange Show on February 21st.

The official coronation of the "Queen" and her attendants will take place in Brookside Park, Pasadena, Sunday, April 12th.

Miss Brumpton was born in Windsor, Ontario. She is a typical brunette, which most certainly disproves the assertion that "Gentlemen Prefer Blondes", as she was selected from among a number to bear this distinctive title.



Division One

H. N. COLE

During the past week, three Birney Operators have been forced to look down the mouth of a revolver and hand over all their money, and were further insulted when the badman said, "Don't forget them rolls". Operators W. G. Cole, W. R. Kern and R. C. Cook played the leading roles in this little drama. Mrs. Cook was also present and told to hand over her purse, which contained \$8.00.

Conductor Martin Sasolow thought it would be perfectly safe to leave his money and tokens over night with an extra lock on his locker door. He has changed his mind and in future is taking no chances, as he is about \$15.00 in the hole and it is almost vacation time.

Little wonder we conductors can't get off with this sick list staring us in the face. At this writing the following conductors are off duty on account of illness: C. B. Haggard, J. Rippey, D. A. Mitchell, D. W. Nycum, P. G. Haverstick, C. W. Robinson, B. M. Deane and L. C. Price.

Motorman J. H. Schrader is confined to his home with a case of flu. He hopes to be out in a few days.

Motorman C. Culver is reported on sick leave, which is not very serious so far as we can learn.

Motorman W. M. Wagers is also at home sick.

If any of you fellows happen to see a stray token looking for its owner, please direct it to Operator G. H. Witham. It was reported about two weeks ago that he had lost one. Of course, a suitable reward will be paid for its return.

It is reported that the condition of Motorman A. J. Koltenbaugh, who is at the Methodist Hospital, is satisfactory. He was seriously injured on February 14th at the east terminal of the "R" Line when he was knocked down by an automobile.

Motorman B. B. Baker is out of the hospital, where he has been confined for several weeks nursing a severe cut on his wrist. While putting up his trolley, he lost his balance and one hand went through the window, severing arteries, ligaments and everything all the way to the bone.

We are glad to announce the return of Motorman Nate Robinson to the fold, after an absence of about a year. He looks perfectly natural at his work and his ever present smile is just the same as in days gone by.

Memory of the old song "Show Me the Way to Go Home" was thrust on Conductor Bill Sproule a few days ago when he lost his way in the day time. He boarded a "B" car instead of an "O" car, and when he found himself he was way out in the sticks with his head buried in a newspaper.

While we have the Sproule family in

mind, it might be well to inform you that Conductor Jack Sproule is now permanently located on the back end of the Mail and Register car while Motorman J. F. McCormick holds down the front end.

After an absence of eight months, Conductor F. W. Runyan is back with us, and is brushing up under Conductor-Line Instructor H. H. Wulf.



Division Two

H. F. NELSON

Motorman L. Liff is back on the old job again, he is in fairly good shape. He says he had all the rest he wanted for some time and has worked every day since his return, but with this warm weather starting in, he is very apt to weaken.

We wish to extend our sympathy to Conductor C. R. Ream, whose father passed away on February 5th.



Here we have Nancy Joan and Patsy Jean Wells, six months old twins of Motorman A. J. Wells of Division Two. Mrs. Wells seems to have both arms pretty well occupied.

Motorman W. F. Cooper is taking a ninety day rest on a ranch near Riverside.

Conductor H. T. Gollar is back at work minus his only pair of tonsils.

Motorman A. Trouba took ten days off to make some necessary repairs around home.

Clerk C. F. Paine is again back on the job after spending thirty days at home with pneumonia. He is still a little weak, but is picking up fast. Upon his return he took the day shift and Hoyle returned to the all night shift, where he is at home. It is very hard for him to see in the day time after working nights so many years.

Conductor J. W. Godel decided he had worked on the cars long enough so came in and resigned. He intends to take up some other line of work.

Conductor W. H. Sherman is back at work after spending a month on the sick list.

Motorman C. C. Harvey resigned the latter part of February.

Conductor G. L. Musselwhite returned to work on February 5th after four months spent on the sick list.

When it comes to doing things at a low rate of speed Conductor H. E. Tierney wins the prize. He was coming to work the other day, with very little time to spare, and was forced to stop for a traffic signal. He hit the curb, went over it and into the rear of a gas station, and he says he was going but fifteen miles an hour.

Conductor E. R. Leggett resigned and started out for Arizona where he intends to locate for the present.

Clerk R. C. Hoyle renounced all rights to the British throne on February thirteenth, when he became a citizen of the United States. Congratulations, R. C.

Motorman O. Short packed up bag and baggage and left for Missouri where he intends to spend the rest of his life on the farm. But don't be surprised if you see him on the front end of a Division Two car within the next year. He admitted that farming might not be as rosy as he had it pictured. This summer he intends to spend about three months in Canada with his wife's folks.

Motorman W. E. McLean was very glad to get back to work after five months on the sick list.

Motorman G. W. Farley spent about a month on the sick list and is back again on the job.

Conductor C. L. Smithwick has gone to the hospital for an operation and it will be some time before he returns to work.

J. C. Collins, Superintendent of the Meter-Mileage Department, spent the twenty-fifth at Division Two instructing some of the "Reds" in the art of coasting.

Conductor H. J. Gibson and Miss Lillian Fitzgibbon have filed notice of their intention to wed, so watch the next issue for the date. H. J. met the young lady while attending school, for the purpose of becoming a United States citizen.



Division Three

L. VOLNER

Conductor L. H. Walton was one of a party of several that visited Big Pines Camp during the recent ski-jumping contest. Leo G. Kerrebock, a brother-in-law who is a member of the Los Angeles Fire Department, took part in the amateur jumps. Walton said he never saw so much speed in his life, and when the victor established a record of over 240 feet, the crowd, which was estimated at 25,000, was greatly thrilled. The estimated speed is about ninety per, but Walton says he is content to take the safe and sane speed of street car life.

After approximately twenty-five years on the platform as a conductor, M. S.

Fury has been placed on the Special Roll.

After several weeks of strenuous work on the West Adams Baby Owl, Conductor F. S. Leon is taking some time off to rest up.

Motorman E. C. Helbling is driving a new Chevrolet coupe.

We haven't seen Conductor Ira Gott lately, but the day a notice appeared in the local papers that the holders of Julian units were to receive big returns Ira was "stepping high", as he holds several of those units.

On account of the flu, Conductor C. Lange was off several days last month.

On the tenth of last month, Motorman-Line Instructor C. T. Morgan went to the Methodist Hospital to have his tonsils removed. Morgan says he had a local anaesthetic as he wanted to be sure they removed the right organs.

Most missouts are caused by oversleeping, the alarm failing to go off, or sumpin', but Motorman T. A. Ferguson missed out, thinking he had no Sunday time. In the recent "W" shake-up Ferguson chose a seven-day run, thinking at the time he had secured a six-day run.

For three days the smiling face of Motorman F. C. "Kelley" Cimmino was missed around the Division, because "Kelley" was doing time on account of accidents.

No, boys, you were mistaken, Motorman M. L. Hersom was not in a fight. While running through the car shed he stumped his toe and fell, causing the bruise on his cheek, and his blackened eyes.

Conductor I. J. Kramer spent some time in the hospital on account of being slugged with a gas pipe.

Motorman E. C. Molster is taking a few weeks off duty and with his wife is visiting friends in San Francisco.

Conductor O. B. Timmons has given up the opinion that 99 and 5 equals 114. He insisted that this was true until Foreman Reid drew him several diagrams thereby proving to him that he was wrong.

If more of our patrons would leave their Bibles on the cars and not call for them when turned in to the Lost Article Department, Conductor E. C. Croughan, who recently received one, could soon get up a Sunday School class. On the last list of returned articles Conductors V. C. Butler and R. H. Melick each received a Bible.

Our gardeners are getting their flower beds in shape and we are hoping to have a bigger and better brand of flowers at Division Three. Any donations will be gladly received.

Motorman George Kleinschmidt has returned from a hurried trip to Kansas City where he was called on account of the sudden death of his son. We extend our sympathy to Kleinschmidt on account of his loss.

During the past month Ex-Motorman Wm. Pearson, better known to all his friends as "Hiking Mike", came down from his resort Colby Springs, in the Sierra Madre Mountains, for a few days

visiting and shopping. Mike is greatly in love with his ranch, but when the National Park is opened he will go there to act as guide and leave the ranch with Al Plummer, another ex-motorman, for the season.

Clerks Sam Deane and Harry Gilmore, with Switchman Walker, have spent several hectic Sunday mornings on one of the golf courses out at Griffith Park. It is rumored that Clerk Gilmore can dig a hole ten times faster with a golf stick than he could with a long handled shovel. Foreman Reid is practising, preparatory to joining this trio, but says he wants individual instructions.

Before our next issue, another special date will have passed and Motorman E. L. Burke says it should be made a holiday, March 17th.



Division Four

C. J. KNITTLE

Hello, ev'body. Just to save your time and mine here's a list of things the Two Bells News Box yielded: Three bids for runs, two stamped and addressed envelopes, a page torn from a magazine of humor, three match stems, a cigar butt and a news item.

Conductor C. E. Robinson was speeding to work early one morning recently. A speed cop on Valley Boulevard, hailing him for no specific reason, took so long to decide that all was O. K., "Robbie" missed out on his run.

While letting down a fender at Brooklyn and Rowan, February 9th, Motorman Bob Deucher sprained his right wrist so badly a relief had to be sent to bring back the car.

Conductor Hughie O'Neill says the new State Building will be behind the Times.

Expressions of sympathy were extended Motorman A. O. Swoboda when he received word of his mother's death in Washington, Mo., February 8th.

Motorman W. A. Johnson has changed over to the "back end".

A hunting party which included "Dick" Smith, Foreman B. B. Boyd, Clerk E. E. Roffee and Conductors Warren and Saunders journeyed to Catalina, February 13th (Friday) and shot thirteen goats. They returned two days later.

Friday, the 13th brought its traditional hoodoo for Conductor C. E. Clifton. Clifton was working a Pico Owl. Early in the evening his grip, containing three rolls of tokens, was stolen and shortly after ten o'clock he was held up and robbed of all his cash.

Conductor L. C. Whitt also had the misfortune to lose two rolls of tokens when his grip was stolen February 25th.

We were glad to find Traveling-Instructor Ed Yonkin back on the job February 14th, after a two months sick leave during which he underwent an operation for appendicitis.

Three new conductors were assigned to this Division during the past month. Switchman Frank Ervine, a record holder for steady work, took a night off

to see the Orange Show.

When Edith's Jiffy Lunch at Brooklyn and Rowan celebrated its first anniversary February 14th, Edith, who is related to Conductor J. C. McQuoid, treated her many trainmen friends to a generous portion of a delicious birthday cake.

Conductor W. H. Snow is proud to announce that he is now a full-fledged American. Snow received his second citizenship papers February 13th.

Clerk W. A. Driggs was on sick leave at the time of this writing. The exact nature of his illness was not known but we wish him a speedy recovery.

As a reward for his courtesy to a man who found himself aboard without the necessary fare, and for paying it for him, Conductor J. M. Strickfaden was reimbursed a few days later with a five dollar bill. A letter commending him for his pleasant manner in this emergency was received by Superintendent Wimberly.

Motorman G. W. Holton treated himself to a seven day rest starting February 25th.

Motorman Frank Hommel was granted a fourteen day leave February 25th to rest up and make a trip to Elsinore Hot Springs.

We are glad to welcome Conductor E. E. Wilke back to the job after an eleven weeks sick leave.

Conductor L. C. Davidson was granted a six day leave February 27th to take care of some business in Safford, Ariz.



Division Five

FRED MASON

Conductor John W. Martin is back on the job again after visiting all his folks and friends back in Trousdale, Kansas. John drove his Willys Knight both ways and had a wonderful trip from the time he left until his return.

Motorman A. B. Clark got lonesome for the old home town of Abbeville, Alabama, and accompanied by his wife and baby started for home on April 25th. He will be gone for sixty days.

We are sorry we referred to Conductor Ralph Burton's Ford as a Chevy in last month's issue. He did remember it was a Ford he had, but he still has his forgetful ways. A couple of weeks ago he forgot to take his key out after driving down to the relief point and one of the boys, knowing his weakness, drove it back to the barn. It was all right with Ralph. He thought he left it at the barn, anyway.

Conductor A. E. Potts has resigned and is working at the Ford Plant in Long Beach. Good luck to you Potts, old man.

Motorman Henry Mast and Bill Chilcoat are going to get together and buy an Austin. The getting together will be after they get it, especially if they do as they say they are going to do—let Motorman Jim Thornton ride in the rumble seat.

Well, boys, the old Pinochle Tournament starts this month and we will be

represented by Motormen Bert Cox, Jack York, Jim Morton and Rufe Farmer. Take a look at the schedule and make your dates accordingly. We're going to get that cup back this year, Yeah! Yeah!

Motorman Esco Butcher suffered many heartaches when he had to part with his old flivver of 1924 vintage. Esco sure thought a lot of that old baby, and he still does. However, he finally traded it in on a brand new Chevrolet coach and every spare moment finds him with a chamois chasing specks of dust. Every time he goes out driving he drives by the used car lot where the old flivver is parked, and with tears in his eyes he says to his wife "There it is, honey".

The boys of this Division join in expressing their heartfelt sympathy to Conductor J. C. McHenry whose wife passed away on February 22nd, 1931.

We also wish to take this opportunity of expressing our deepest sympathy to Conductor H. D. Webster, whose son, Walter S. Webster, age 20 years, passed away on Monday, February 23rd, after an illness of almost two years.

We are all glad to see Motorman Jimmie Ward up and around again after three weeks confinement in the Methodist Hospital with double pneumonia. Pinochle sharks, look out now. Jimmie says he and Perry are still the champs.

Motorman Chris Hoffmeister, who has been on the sick list for quite a while, has taken a leave of absence and is visiting his son, Roy Hoffmeister, ex-conductor of this Division, in Emmett, Idaho. He all hope the change will be beneficial to Chris and that it will not be long before he is able to get back on the job again.

If any of the boys at this Division want any real dahlias in the garden this year, get in touch with Motorman Louis Erickson. For information concerning them, see his advertisement in this issue of Two Bells.



JACK BAILEY

Great things are expected of our baseball team this coming season. Several new Shop faces have made their appearance at the diamond on Saturday afternoons. The aggregation will probably round into first-class shape with a few practice games and a little enthusiasm shown by the boys. The support of the employes will be a great help to the club. Let's all turn out and see that a good brand of baseball is played.

Kenneth Fulbright, of the Curtain Department, has taken unto himself a nice new Model A Ford coupe. He spends his mornings and evenings trying to rub all the paint off.

A title "hoof-heaving" contest is now boiling in the kettle. The course of travel being via the length of the transfer table pit. Two heats have already been run with L. A. Taylor winning over Joe Oliver and Tom Davis copping over P.

Duhaney. These boys are of the Paint Shop and challenge all rivals, corn plaster pedestrians included.

Glazier H. E. Simson and Carpenter Fred Domeika are of honorable mention, have completed eight years of continuous service and are rewarded with dependent passes.

Devoid of pomp and ceremony, Carpenter A. Pringer celebrated his twenty-third year of happy married life last February 24th.

All of our flu patients, but one, are back to work now: W. D. Smith, of the Mill, being the last to recuperate. Carl Manning, of the Trimming Department, being the latest victim was taken down the last of the month.

Everyone joins in expressing sincere sympathy to William C. Stulken, of the Sheet Metal Shop, whose brother was killed in an auto accident.

A superior air of prosperity overspread the countenance of our friend W. W. Aldrich as he reported he was a proud grandfather, but it should have been a boy.

We are sorry to report that H. Briggs, of the Machine Shop, is ill and we miss his pleasing personality.

F. J. Rappe, of the Air Department, takes the medal this month. He got on his morning car, showed the conductor his newspaper, handed his pass to his friend L. K. Plummer and goes to sleep. He awakens just in time to walk three blocks in return to the Shop.

Lock and double lock: Clarence Lock, of the Machine Shop, locked in his sedan the key that Mr. Lock locks and unlocks the lock that locks the sedan door lock. Now Lock wants to know how to unlock the lock that locks the sedan lock, to get the key that unlocks the lock that locks Mr. Lock's sedan lock.

A 1930 Ford sedan has joined the liability side of Truckman J. Glaumuzina's cash books.

B. M. Cinnamon was in to see the Truck Shop boys last month. He stopped long enough to get a drink of water and say "hello". He's looking fine.

Roy Blaize, our handsome Truckman boy friend, is still chewing a good brand of tobacco, thanks to his co-worker John Mathis who believes in paying for protection.

Truckman O. Archenbault staggered into the Truck Shop office and asked Clerk Jack Bickford for a new sledge hammer handle. John Grady missed his aim and broke the frail instrument over Octave's head. The hammer was repairable.

If the shoe fits:

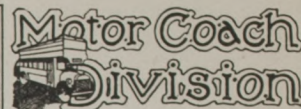
"Roy's old Ricky won't climb the hill. My car with pep's fairly bursting. I'll pull the old wreck up the hill," Says Bill, "with my little Erskine."

Tommy O'Connel made his place of occupancy in the Winding Room conspicuous by his absence last month on account of sickness.

R. Sloane, of the Winding Room, who underwent a minor operation, is reported home from the hospital and feeling fine.

C. H. Maurer and M. Weller of the

Winding Room find that it is quite a job to get up in the morning with the mercury hovering around zero, especially when each expected the other to awaken him.



J. H. McCORNACK

F. L. Cleary is back from his vacation. The boys chipped in and bought him a shave and he now looks quite well and happy.

P. Dilley and Etchison issue an open challenge for a game of cribbage.

S. F. Dispennett is off sick with the flu. Bill Eunson has been on the sick list since January 8th. He has been in to visit and is feeling fairly well.

L. C. Cagle is the proud papa. He says that his five months old girl is the brightest in town.

R. S. O'Connor has had his second set of tonsils removed.

B. A. Kelley is the saddest man in town. He lost his conductor.

We are afraid G. Filer is going to miss out some day. He drove from South Gate to the Division in ten minutes.

V. G. Smith, our rugged relief cashier knows how it feels to be on both sides of the cage. He worked a run and turned in three dollars short.

Supervisor Nowak and 'Obey' Obenshain took a trip to Big Pines. They had a good time but the slush was deep and Nowak's shoes thin, hence he got his feet washed.

"Ninth Street" Wheeler should buy two pant suits. His came apart and he had to call in for another pair before he could leave the seat.

W. Masters is thought to have a new starter on his Ford.

C. Sweet is on days now but hasn't told his wife. He still goes home at the same time.

P. Dilley lost his meal ticket.

A pinochle tournament is soon to start at the Division. For the grand prize a meal ticket will be donated by Frank's restaurant. P. Murray and A. Davis are rumored to be framing up signs.

L. B. Chick is still unsettled. He is considering changing over again.

E. J. Berry, Captain of the Lary Baseball Club, has had the boys out for spring practice. But it sure puts him on the bench.

R. Gay, H. Eimers, H. Donart, G. Goehler and J. Biely issue an open challenge to any major bowling team of any corporation for a matched game or seasonal contest any time, any place.

GARAGE

Norman had a little table, it wasn't as white as snow, but every place that Norman went this table was sure to go. Though small this table seemed to get in other people's way and one dark night disappeared but was found in the proving stand pit. The next night it was gone again and Norman found it riding up and down on top of the elevator. Now it is gone for the third time and

cannot be found. Poor Norman has been told that it is on the roof to ease his grief. Oh yes, Ray Anderson wants the castors.

We are very glad to have Mr. Johnson back as our watchman.

Wm. Decker, of the office, has undergone an operation. It was entirely successful and he has been resting well. We hope that he will be with us again within thirty days.

The doctor ordered Foreman Doyle Rishel to bed and made him stay there, with the result that he has probably dodged a severe attack of influenza.

W. Aldridge has a brand new Willys Knight sedan.

It takes Penny to drive bargains. He has bought an \$890.00 radio for \$20.00.

John Sturm is learning to overhaul Fords by practising on his son's.

Believe it or not Gilfillan shot six rabbits with one shot.

W. Wilson is now wearing spectacles. It is wondered if he overlooked an inspection.

Dick Starling has one of the new Victoria Ford coupes. Lane wants to know if he has found out what those holes in the frame are for.

Bob Coenan has learned a new dance step. It is done by falling flat in the middle of the floor. The crowd gave him a big hand but his partner wouldn't consent to an encore.

W. Aldridge and E. Cotterly were held up the night of pay day at the gate by two negroes. They happened to get paid the night before and as Aldridge's wife only let him have a dollar that's all the bandits got. Cotterly says that he did not know before that cannon were made with handles on them.

There is a snake charmer on the Second Shift.

Sam Turner has developed a terrible dislike towards dentists. And Sam, what is this we hear about piston rings being put in upside down?

C. Hardy has changed his name to Skipper O'Brien and wants everyone to call him that.

H. Hines was forced to take a few days sick leave this month.

If you want to know anything about the hiccoughs ask Frank Phillips.

Yes, Steen, we will try to get a nice parasol for you if we can.

George Riggs says that since the price has gone up he is having a hard time getting his apple a day.

Elmer Wood does not seem to be able to forget his old job as instructor. He has been seen showing the boys how to drive over the inspection pit.

Russell Bailey is to be cautioned through this column against spring time thoughts. It is reported that he likes Marjorie pretty well.

The Third Shift had a pit widened for B. I. Church to work in.

The bowling challenge put out last month certainly bore fruit. It was immediately accepted by the Motor Coach Division and has resulted in three very exciting games with more to follow. The present Garage team consists of G. Oliver F. Phillips, G. Riggs, H. Hines and Bob Coenan. The Motor Coach line-up consists of H. Eimers, C. Corey, J. Biely, P. Dilley and "Granp" Gay. In the first

game Gay had a striking streak piling up a total of 672 pins which resulted in a hopeless defeat for the Garage. This made the Motor Coach over-confident and they gave too large a spot, causing their defeat in the second game. This was cut down to 40 pins for the third contest and an exciting game ensued with the Motor Coach winning with a small margin. Look out for next Friday night.



H. K. CONACHER

DIVISION ONE

S. S. Landreth suffered a very painful injury to his right hand, one day last week, catching his hand between an armature housing and a motor case, breaking his small finger.

DIVISION TWO

Tom Lambert is now the proud owner of a Model A Ford and feels kind of swanky about it.

G. A. Waggoner, W. A. Keller, L. Lee, R. S. Wilson and Jerry Lyons were all on the sick list during the past month, but are back on the job again. Jerry, though, became the victim of a heartless dentist while he was off.

J. E. Griffith spent a week during February visiting with his family who are staying on their ranch near San Jacinto. George Lendy and wife were also visitors on the ranch, having spent a week-end there.

Ben Kutsunai, Car Cleaner Foreman, was hailed into court one day last month and persuaded to part with five perfectly good dollars, all because of his failure to observe a boulevard stop. Too bad, Ben.

After getting about ten or twelve years service out of his old Buick, E. M. Angel has finally disposed of it and may now be seen, most any night, driving down the Avenue in a nice shiny Oakland sedan.

A. Dorazio and family spent a Sunday at the County Playground, where they participated in the winter spots.

We are sorry to report that Mrs. Harry Hunt is still confined to her bed and we wish to take this means to send her our best wishes.

Billy Brown, our General Foreman, spent Saturday, February 28th, visiting with our old friend L. Martin, on the Cajon Pass. "Mart's" health has improved greatly but as it is with everyone else, business is a little slow. He asked to be remembered to all his friends.

DIVISION THREE

While assisting his wife in getting dinner one day last month, C. S. Binkiewicz was unfortunate enough to upset a pan of hot grease, burning the back of one of his hands severely.

G. B. Magin, Carpenter, fell off a ladder last month and broke his right wrist.

Mrs. Brown, mother of A. Pabst, passed away after a short illness, on February 6th, in Kansas City. We take this oppor-

tunity to extend to him our heartfelt sympathy.

DIVISION FOUR

"All Quiet on the Western Front."

DIVISION FIVE

Tom Cosgrove's dog bit into an electric light cord the other night and according to Tom, the dog was pretty well lit up for a while.

R. C. Litz has returned to work again after attending the funeral services of his brother, which were held in Indiana.

Wheeler Ellis has traded in his Chevrolet on a 1928 Pontiac coach.

W. S. Clark has purchased a 1929 Chevrolet coupe.



H. I. SCHAUBERT

Red Irvine recently made a hurried visit to town from his ranch at Westmoreland. He reports wonderful success with his new venture.

Carle Heffington would never qualify as a taxicab driver. He hauled Harold Shelford half way home the other night before he realized that he had anyone with him.

Claud Hall's dog "Queen" has added seven more to her dog family. Hope that the 147 brothers and sisters never decide to hold a reunion.

Scotch Sam, in an unguarded moment, invited two of the railway's officials out for a big time, lunch and everything. The officials met to keep the appointment, but Sam did not. He had left four bits and the information with his secretary that the officials were to make merry without him.

Harry Diebert received numerous bruises in a fall while supervising the installation of new casing in the well at Vernon Yard. He was confined to his home for about ten days. In the meantime "Mac" Cavanaugh managed, with much assistance, to complete the job before Harry got back.

"Sweet" Sam Sommers has completed his yearly list of customers for real down east maple syrup, guaranteed 100 proof.

While Teagarden and Fleetwood did not invent the new lock that they are so deeply interested in, they have invented plenty of schemes for disposing of the money they expect to make out of it.

In an effort to renew old friendships Bill Swearingen paid a visit to R. B. 1 and, last but not least, R. A. Pierson. As a result Bill spent a night in the Methodist Hospital after having a growth removed from his hand.

No, Frank Putnam will not play on the Lary ball team this year. Spring training finds him afflicted with a bad case of "charley horse" in his right leg.

Jack Glover has been on sick leave for some time nursing a lame back. Martin Mason will make out the trip sheets and accident reports until Jack feels better.

Art Ewing, the Track Department fashion plate, paid a daylight visit to the Yard the other day. Your visit was most welcome, Art, come again soon.