

# TWO BELLS

## HAVE YOU EARNED TOMORROW?

Is anybody happier because you passed his way? Does anyone remember that you spoke to him today? This day is almost over and its toiling time is through. Is there anyone to offer a kindly word of you?

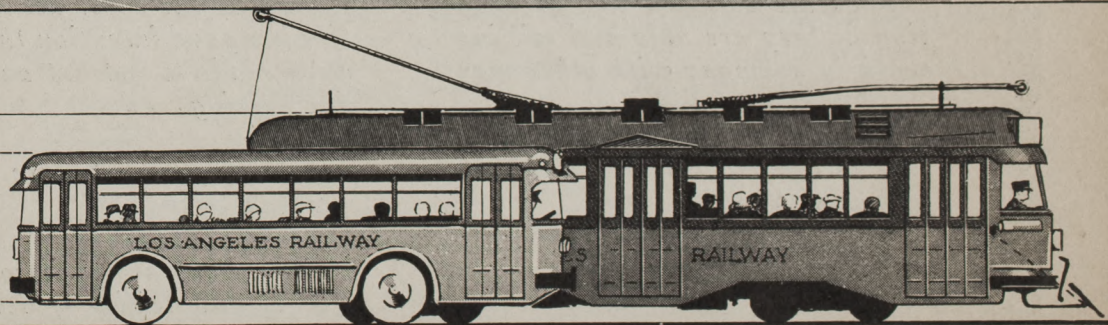
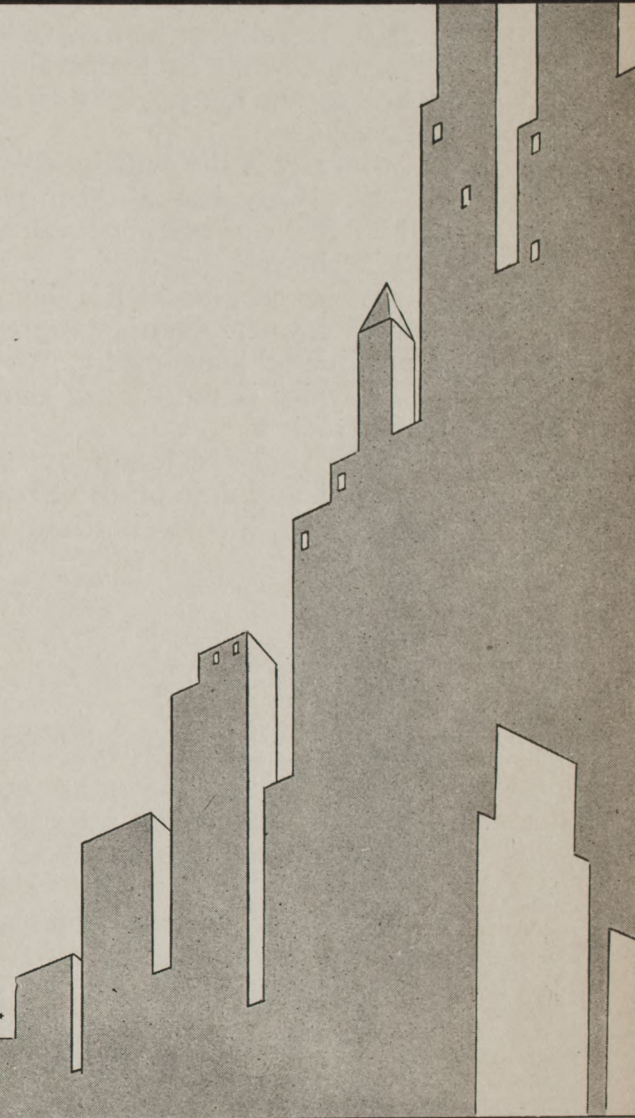
Did you give a friendly greeting to the friend who came along or a churlish sort of "Howdy" and then vanish in the throng? Were you self-ish, pure and simple, as you rushed along your way, or is someone mighty grateful for a deed you did today?

Can you say tonight in parting with the day that's slipping fast, that you helped a simple brother of the many that you passed? Is a single heart rejoicing over what you did or said? Does a man whose hopes were fading now with courage look ahead?

Did you waste the day or lose it, was it well or poorly spent? Did you leave a trail of kindness or a scar of discontent?

As you close your eyes in slumber do you think that God would say, you have earned one more tomorrow by the work you did today?

—Author Unknown.



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NINETEEN THIRTY-ONE

TEN

# EDITORIAL

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## Loyalty

**T**HE following was written by Dr. Frank Crane and is worth reading and re-reading many times:

Loyalty is the first virtue.

A man may be temperate and industrious, courteous and truthful, but if he has not loyalty it is as if he had put on white kid gloves over dirty hands.

Loyalty is the foundation virtue.

For if one has all other excellencies, all other elements both of strength and charm, and has not loyalty, he has built his house on the sand, and great will be the fall thereof.

Every relation in life depends upon loyalty. There can be no family life without loyalty. Neither can there exist a happy marriage. No friendship is possible without loyalty. No business can be successful without it.

Loyalty is the cement that holds the bricks together in the edifice of human society.

The very first lesson a child should learn is loyalty.

No better epitaph can be written for any man than to say that he was a loyal friend, a loyal husband and a loyal citizen.

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## The Sarg Is Right

Sargeant Safety Says:

If you are not among the contest winners, keep on trying. Accident prevention is a continuous campaign. There is always opportunity to take a fresh start and get up among the winners.

Let's all celebrate the fact that through our Safety and Courtesy Contests, accidents have been reduced 21.3%!

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## Platform Philosophy

*Men are valuable just in proportion as they are able and willing to work in harmony with other men.*

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*Beauty beyond compass of a Michaelangelo can be fashioned by our own thoughts.*

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*An ounce of confidence in yourself is worth more than a ton of dependence on other people.*

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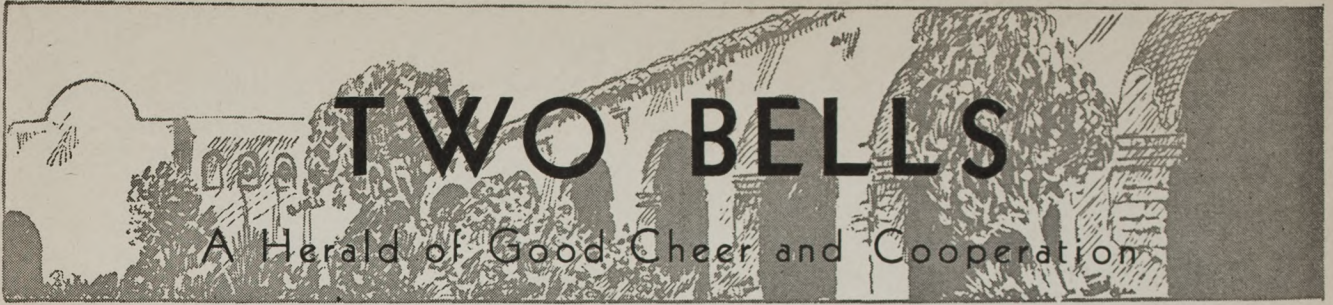
*One of the most useless things in life is a good intention that has never been made to get out and hustle for for a living.*

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*It's dangerous to lose the habit of making friends.*

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*One who can be discouraged will be. A real leader is never discouraged.*



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JANET C. McNEILL

Publicity Manager and Editor

## Fifth Safety Banquet Great Success

The winners of the Fifth Safety and Courtesy Contest, together with their wives, officials of the company and their wives, were banqueted by the Management at Westgate Masonic Temple ballroom on Wednesday evening, September 23rd.

Operating Superintendent E. R. Dye represented the Management and R. H. Hilf, Special Representative of the Transportation Department, acted as Master of Ceremonies.

Vice President Crowe and Manager of Transportation Hill, both of whom are so keenly interested in these contests and never fail, when possible, to attend the banquets, were called east on business and so were not present. General Claim Agent McRoberts is another official who was very much missed. He was kept at home by illness. R. A. Pierson, Superintendent of Personnel, also was out of the city.

Approximately 165 people sat down to the dinner which was, as usual, a credit to Harry Tuttle's culinary art. The corps of waiters included Superintendents Ferguson, Wimberly and Healy, Operating Engineer Lake, Superintendent of Meter-Mileage Collins, Chief Supervisor Snyder, District Chief Supervisor Beals, Chief Dispatcher Bodley, Acting Chief Instructor Elrod, Foremen Laird, Madigan, Reid and Mason, Clerks Ruggles, Nelson and Ellis. These distinguished waiters have either become so experienced or so hardened to their task that they can twirl a tray of dishes without turning a hair.

Mr. Hilf said in part: "This banquet marks the close of the Fifth Safety and Courtesy Contest and I wish to voice the appreciation of the Management to these men who have won honorable mention because of the work for safety and courtesy." He continued: "We may be subjected to criticism because we do not do our work

in a creditable manner, but seldom do we see a management step out and exemplify its interest by sponsoring such gatherings as these banquets have proven to be. Those of you who are numbered among the winners must be gratified that you have been able to perform your duties so as to receive commendation. You have done better than you realized, for every accident prevented has meant saving human beings from suffering, or avoiding waste of property."

Mr. Hilf, in his talk, appealed to the men present as exemplar employees, who conduct their passengers safely, to exert their good influence with their neighbors and friends who operate autos.

Mr. Hilf expressed his regrets at the absence of General Claim Agent McRoberts, as the Claim Department is so vitally concerned in safer operation of the street cars.

"While it is a notable fact," said Mr. Hilf, "that the number of accidents decrease when safety campaigns are on, judgments handed down by courts and juries continue at high peak. When the company is sued and juries award enormous damages, it is not so good." He exhorted the men first, to do everything possible to prevent accidents and next, when an accident did occur, to do everything possible to safeguard the company by getting witnesses and taking notes of every detail so that, if the matter goes to court, testimony may be given accurately and the company enabled to make a creditable defense.

Mr. Hilf closed with the statement that the company's effort to sell street car rides could only be made effective through the polite treatment of patrons by its trainmen. "Be more courteous than the man who confronts you," he said.

Mrs. McNeill, Publicity Manager and Editor of Two Bells, was introduced by Mr. Hilf and said a few words.

Operating Superintendent E. R. Dye

congratulated the men on the splendid showing made and said he knew how much Mr. Hill would like to be present and express personally his appreciation of their efforts. He reminded the men that another Safety and Courtesy Contest was now under way and asked each one to strive to do better than ever before. He congratulated the Superintendents of the Divisions for the efficient manner in which they have kept these contests going.

"I want to call the attention of everyone here," said Mr. Dye, "to an article in the Los Angeles Times of September 23rd by Lee Shippey. It is on the editorial page under the caption of 'Lee Side of L. A.' This article pays a fine tribute to motormen especially and Mr. Shippey shows a real insight into the trials and tribulations of the street car man. Get this morning's Times and read this article."

Mr. Dye said that the result of these Safety and Courtesy Contests showed an accident reduction of 21.3 per cent to August 31st.

After the speeches, Mr. Hilf turned the meeting over to Traffic Manager Means, who had succeeded in booking some very fine vaudeville talent for this special occasion. Musicians, singers, jugglers and dancers contributed their best to a very wonderful evening's entertainment given by the Management in recognition of the good work done for Safety and Courtesy.

## Old Landmark Gone

The old Slauson Substation of the Los Angeles Railway which has been a landmark at the corner of Slauson and Towne Avenue for a quarter of a century, has been dismantled. The new modern automatic substation, erected at the same location, made the maintenance of the old sub unnecessary.

## Lineup of Groups In Contest

The Sixth Safety and Courtesy Contest has gotten off to a husky start and at the end of this, the first month, with not a point charged against any one of the leading groups at any of the five Divisions.

The hottest contest is on at Division Five where six groups are tying for first place; Division Four is a close second with five groups tying for the top; then comes Division Two with four groups tied; next, Division Three with three groups and Division One with two groups.

Here is the way the groups line up:

Division	Group Nos.	Points Lost
One	4 and 6	0
Two	4, 5, 10 and 26	0
Three	2, 16 and 24	0
Four	1, 7, 13, 14 and 19	0
Five	4, 6, 7, 12, 13 and 14	0

This is a fine start and let's hope that every Division will come through the four months period with at least one clear Group.

## La Fiesta



Echoes of a Great Birthday Festival. It was an unexpected treat to get this picture of Motorman Dusty Rhoades of Division Four, who led La Fiesta Transportation Parade on a well groomed stallion, and Mrs. Esther Pearce, Division Four stenographer, who was a passenger on one of the latest type cars.

## Items of News

There was a noticeable decrease in the number of "slid flat" car wheels during the month of August, which indicates that the intensive instruction program of the Meter-Mileage Department has not only helped to conserve power, but also maintenance cost.

The old underground air pipe lines of the South Park Shops and at Division Two Car House are being replaced by overhead lines.

The repainting of the Car House roofs this summer was just in time to save the Car House mechanics a wetting from the early season rains.

Enclosed cabs have been made for the rail grinding cars, to protect the operators, since these cars are used chiefly during the night.

The South Broadway job, as far as the company's work is concerned, has been finished.

All the railway tracks have been removed from Third Street from Figueroa to Columbia in order to make way for the work on the new Third Street Boulevard. As a part of this job, the company made a fill on Rampart Boulevard to the new grade of Third Street. This fill required 5000 cubic yards of dirt.

A new crossover has been installed on Grand Avenue between Barnard and 20th Street. The crossover on Grand between 14th and 15th Streets has been removed.

The crossover at 4th and Merrick Streets, which was used for rerouting of cars during the construction of the Fourth Street viaduct, has been removed.

The dump spur used when the fill was made between Vermont and New Hampshire has been removed.

## Commendations

Commendations decreased one point—August 53, September 52. The number of men commended at each Division was: Division One, 6; Division Two, 8; Division Three, 23; Division Four, 14; Division Five, 12.

## Honor Roll

William Wilbert Yates, Motorman at Division Three, has been placed on the Special Roll, effective September 1, 1931. Mr. Yates was born in Buffalo, Wisconsin, and employed as motorman with the company on March 11, 1915.

## Going Ahead

By J. C. COLLINS  
Supt. Meter-Mileage Department

On September 14th instruction in correct operation was started at Division Three. We are now nearing the end of this campaign and with very few exceptions we have met with the finest spirit of cooperation on the part of the motormen.

The motorman who continues to follow the instructions will always find, when looking over the fifteen day report, that his name is in black. Those who allow themselves to drift back to the old method of operation will see their names in red.

We hope that every motorman will make an effort to continue to improve. The only way this can be accomplished is by placing yourself in competition with your record of yesterday.

It is anticipated that a somewhat similar campaign will be carried out with the conductors, some of whom are becoming lax in certain phases of their work. Many conductors may not need these instructions, but, in order to cement each into an effective whole and bring about a smooth working system, it will be necessary to contact each man.

The nature of this campaign is to be one of inspection, examination and instruction, in an endeavor to bring those who are lax up to a certain standard of efficiency.

The instructor is the medium through which the company transmits its principles and policies to the group. Group action can only be effective when backed up by observance on the part of each individual of certain rules which are in common practice but often neglected.

## Veterans Club

On Wednesday, October 28th, the Los Angeles Railway Veterans' Club is holding a meeting in the auditorium of the Patriotic Hall, 1816 South Figueroa St., Los Angeles, at 8 P. M.

This meeting is open to the families and friends of members. A large class is being prepared for initiation, and a splendid program of entertainment has been arranged.

The evening will conclude with free refreshments in the banquet room.

Due to the success of the last meeting of the Club, it has been considered advisable to hold this meeting in the Auditorium which contains 750 seats.

All ex-service men are strongly urged to be present.



Here are the eight men of Division Two who know Courtesy and Safety so well that it was quite easy for them to win two times in succession in the Safety and Courtesy Contests. Besides they had such a good time at the Fourth Contest banquet, they decided to sit in on the Fifth also.

## Who's Who at Division Two

By JAS. A. MADIGAN  
Acting Supt., Division Two

J. Hollingsworth. Believe it or not, Hollingsworth wondered if he would care for street car work, so he tried it out for fifteen years as conductor with the Kansas City Railway, and realizing it wasn't such a bad job, came to Los Angeles and signed up with LARY a little over twenty-one years ago.

Charlie Fisher. Champion orator of Division Two as well as a radio expert. Fisher was born in New York, but the place being so noisy he left there in 1909 and on April 25, 1919, he started collecting fares for the Los Angeles Railway.

A. G. Richards. Like Merriweather and Hollingsworth, is a native of Illinois. He learned the street car business in St. Louis, and in 1910 joined the LARY forces.

Sam Merriweather. The oldest in seniority of this group, entered the service of the Los Angeles Railway on March 4, 1909. Sam is well known to all the patrons on the "H" Line where

he has been on the rear end for a long time.

E. A. Moxley. If you want any information regarding the best fishing streams in the State, ask Ed about it. He was formerly in the lumber business, and is also a veteran of the Spanish-American and the late World Wars. In March, 1911, he settled down to punching transfers and is still going strong.

N. W. Wagner qualified as a conductor August 14, 1911. Previous to this Wagner was employed by the Rock Island as telegraph operator. His record as a conductor at Division Two is second to none.

A. M. Jones, one of the two motormen in this group, followed the farming game in Missouri, after which he opened a general merchandise store. The lure of California finally got him and he has been piloting a car through Los Angeles for the past twelve years.

R. R. Harrow. Bob is a native son, and we can prove it. His home is in Ventura County and it is common talk up there, that when the hunting season opens and Bob starts for the hills, the deer all start for the next county. He is next to Jones in senior-

ity, having started about the same day.

It is with sorrow in our hearts that we announce the passing away of Frank Nar, who was also one of the honor men of this group.

## Square and Compass Club

The Club members were the guests of South Park Masonic Lodge on Tuesday, September 15th, and participated in the conferring of the Master Mason degree upon Brother Chester R. Smith, Motorman, Division No. 4. Ice cold watermelon was served after the degree work.

On Saturday night, September 10th, the Club had Bethel No. 36, Order of Jobs' Daughters exemplify their initiatory work, and accepted into their order as members Miss Wainwright (Bro. G. G. Scott, Engineering Department, being her guardian) and Miss Heywood, daughter of Bro. C. Heywood, Mechanical Foreman, Division No. 1. About 250 members and their wives were present. The entertainment committee provided one of the nicest vaudeville shows that has ever been witnessed by the Club.



The members of this happy Car Barn Cafe family are, top row, from left to right, John Stroud, W. J. Mahood, J. McIntyre, G. Vallison, L. J. Morris, C. Baldorf, C. Hurd. Lower row, from left to right, Rosina Horrocks, Verda Smith, Nellie Tuthill, Bertha Goodson, Patricia Upton, Cordie Morris and Agnes Weitzel.

All alone, out in front, the Grand Keeper and Dispenser of Foods That Satisfy the Cravings of the Inner Man, Harry T. Tuttle.

The Spirit of La Fiesta was very much in evidence at the Carn Barn Cafe during the recent celebration of the city's 150th birthday. In this picture we have most of the service givers of this popular cafe pointing with pride to the one who is solely responsible for its present success—Harry Tuttle—the Old Toreador himself. Owing to the urgent demands of business he did not have time to don the habiliments of a vaquero but his hearty smile is ample evidence that things are on the "up and up" and his slogan "feed 'em and please 'em" is building up a wonderful patronage even in these depressing times.

Already Harry has ordered the turkeys for the Thanksgiving dinner at the cafe. He has prepared a menu to make your mouth water for Thanksgiving Day which includes turkey, cranberry sauce and all the other good things that go to make a real feast and all for sixty cents!

### Returned From Vacation

G. W. Lane, Assistant Treasurer of the company, recently returned from his vacation of one month and says he had a wonderful time. Mr. and Mrs. Lane went to Seattle by boat and made their headquarters there. Going on many lovely automobile tours they visited Vancouver and Victoria in Canada, and made the circuit of the beautiful Olympic Highway.

### Sunrise Post

At the October 1st meeting of Sunrise Post, American Legion, the newly elected officers were installed. Leo Nowak, Superintendent of the Coach Division, is the new Vice Commander.

The Post dances which proved so popular last winter will be resumed this year during the winter months.

## Division Three Takes Lead

Is  
It  
Good?  
It's  
Got  
To  
Be  
Good!

After maintaining the lead in average witnesses per accident for twenty-four consecutive months—since September 1, 1929, without a break—Division Four either got tired of setting the pace or else was caught napping by Division Three who beat them by .27 in September of this year—Division Three 6.53 and Division Four 6.26.

The last time any Division equalled or passed Division Four was in August, 1929, when Division Three likewise was the winner by the slight margin of 6.33 to Division Four's 6.60. And previous to that Division Four had been unbeaten since December 1, 1928.

Division Three, incidentally, made the highest average in witnesses per accident it has made since September, 1929, when it had a score of 6.60.

Division Five was the only other Division to increase its average during the month of September, with 5.70. This is the highest average for Division Five since May, 1929, when they made 5.76.

Division One recaptured the cellar position.

There were 85 more accidents in September than there were in August.

Comparative witness averages for August and September are as follows:

August		September	
Div. 4.....	6.94	Div. 3.....	6.53
Div. 3.....	6.50	Div. 4.....	6.26
Div. 5.....	5.38	Div. 5.....	5.70
Div. 1.....	5.14	Div. 2.....	4.92
Div. 2.....	5.11	Div. 1.....	4.55

The total number of accidents for September was 1114 against 1029 for August.

The total average witnesses per accident for all divisions was 5.51 for September and 5.73 for August.

## Lary Sports

The Los Angeles Railway Bowling Team, Doyle Rishel of the Garage, Captain, and members E. G. Fleming, Vernon Yards, Floyd Nolf, George Oliver and George Riggs, all of the Garage, will compete with the following teams: October 12, Pratt Jewelers; October 19, Mecca Sweet Shop; October 26, Schmit Shoe Shop; November 2, Ideal Cleaners; November 9, Harris Fords.

All games will be played at Broadway Alleys, Broadway at Manchester, on Monday evenings starting at 7 o'clock.

\* \* \*

The LARY Basketball Team is in process of formation, according to Captain Emma Blossil of the Auditing Department.

## Standing of Divisions For September

The Safety and Courtesy standing of motormen and conductors of the various divisions during the month of September, 1931, is as follows:

Division	Loss of Courtesy		Loss of Safety	
	Motormen	Conductors	Motormen	Conductors
One .....	0	1	18	1
Two .....	1	2	21	4
Three .....	0	3	13	2
Four .....	0	6	18	3
Five .....	0	2	13	0
Totals .....	1	14	83	10

Safety operators are listed as motormen.

## Complaints See Saw

Discourtesy, Starting Too Soon, Dangerous Operation, Short Change and Miscellaneous complaints took another tumble in September. Fare and Transfer Trouble, Passing Up Passengers and Service all made noticeable gains in number, while Carrying Passengers Past Stop remained the same. Discourtesy, with only 22, is five points less than for August. Fare and Transfer Trouble jumped up eight points, 45 in September as against 37 in August. Starting Too Soon is two points lower and Dangerous Operation was wiped out. Short Change dropped three points and Miscellaneous complaints is one less. Passing Up Passengers increased five points and Service four points. Here are the comparative figures:

Classification	Loss or Gain	
	Aug.	Sept.
Discourtesy	27	22 -5
Fare and transfer trouble	37	45 8
Starting too soon	11	9 -2
Passing up passengers	6	11 5
Carrying passengers past stop	5	5 0
Dangerous operation	3	0 -3
Short change	13	10 -3
Service	5	9 4
Miscellaneous	27	26 -1
Totals	134	137 +3

## Journey's End

Mrs. Susan Brown, stepmother of W. C. Brown and Wm. T. Brown, passed away on Thursday, September 17th, after an extended illness. The funeral services and interment were held at Angelus Abbey Mausoleum.

The sympathy of our entire organization is extended in their hour of bereavement.

\* \* \*

The sympathy of his many friends is extended E. F. Bond, Mechanical Foreman, Division One, night shift, on the passing away of his mother, August 30, 1931. Interment was held at Inglewood Cemetery.

\* \* \*

We extend our deepest sympathy to Harry Hunt, of Division Two, Mechanical, on the death of his wife, who passed away September 27th, after a long illness.

\* \* \*

Lymon L. Eastman, a member of the Special Roll, passed away on September 28, 1931. Mr. Eastman was born in Rumulus, Michigan. He was employed by the company as Motorman at Division One February 18, 1918, and was placed on the Special Roll December 17, 1929. He is survived by his wife, son and daughter.



Motorman J. A. Martin and Conductor T. G. Cumberford of Division Three do not trust the ordinary clocks and watches, they are getting the correct time from Old Sol himself at the sun dial on the grounds of the Los Angeles High School.

## Accident

A. L. Juul, of the Electrical Department, was badly burned while repairing a camp stove preparatory to taking a week-end vacation. He is getting along nicely.

## Division Assignments

To Division One: Conductor L. Zulkoff.

To Division Two: Motorman R. W. Greenwood; Conductor W. R. L. Crites.

To Division Three: Motormen F. T. Atkinson, W. F. Still, and A. F. Walsh.

To Division Four: Conductors H. W. Anderson and J. M. Walker.

To Division Five: Motormen A. O. Hill, E. L. Seale and A. C. Borden; Conductor T. C. Walton.

## Appreciations

Gratefully acknowledging and thanking you for the kind expression of sympathy in our bereavement.

W. C. Brown

Wm. T. Brown and Family.

\* \* \*

We wish to thank our many friends of the Los Angeles Railway for their kind expression of sympathy and the beautiful floral offerings following the passing away of our dear Mother.

E. F. Bond  
Mrs. Fred Dudley  
Myron G. Bond

## Vacationists

Lester J. Turley, Electrical Engineer of the company, is back from a vacation spent visiting interesting places in the Northwest, among them Jasper National Park.

\* \* \*

George MacDonald, Chief Clerk of the Auditing Department, together with Mrs. MacDonald and their son, took a most interesting trip back to the old home in Nova Scotia. Fortified with a vacation and an additional leave of absence, he tuned up the car and pointed her east. They visited the points of interest along the way, finally arriving in Washington, D. C., where they spent time enough to take in all the historic spots. Then to New York and up along the Maine coast to Nova Scotia. On the return trip they visited Zion National Park, Yellowstone, Bryce Canyon and many other interesting places. Altogether the MacDonalds covered a little over 11,000 miles and now have a pretty good first hand knowledge of this grand country of ours.

\* \* \*

Harry Diebert, Plumber Foreman of the Way and Structures Department, with Mrs. Diebert has just returned from a nine weeks vacation. They visited Yellowstone National Park and took a trip up into Canada. This is the first trip that Mr. Diebert has ever taken since he has been with the company, about 30 years.

## Births

Conductor X. Bryan, of Division Two, announces the arrival of Xoa Lou on August 27th. The little girl is the first child, and all concerned are doing fine.

\* \* \*

Conductor S. C. Scott, of Division Two, announces the arrival of Jackie Verna Scott, on the fifteenth of September. The little girl weighed seven pounds and is doing fine as is the mother.

\* \* \*

Seems to be a month for baby girls. Motorman R. B. Azbell, of Division Two, tells us that a little girl named Jeanette arrived on the fourteenth of September. Thanks for the smokes and congratulations.

\* \* \*

Motorman W. C. Allen, of Division Five, announces the arrival of a bouncing baby boy, born September 13th. Both mother and little Robert Leonard are doing fine. Congratulations, Mr. and Mrs. Allen.



Little Fern Dell furnishes most of the sunshine in the home of Conductor M. M. Aufderheide of Division Four.



Paul Ronald, 9½ months, sturdy little son of Motorman W. Rasmussen of Division Three.



Elouise Hempel, two year old granddaughter of Conductor M. C. Perl of Division One.



Here is little Reese Adams, five and a half months old, whose proud daddy is Motorman O. C. Adams of Division Two.

## Los Angeles Railway Picture Gallery



Two future candidates for the Los Angeles Railway baseball team, John Stuart, 4½ years and Billy Jim, 2½ years, sons of Conductor C. Sutton of Division Three.



Folks, they don't come any cuter. This little bundle of joy-radiating humanity has been named "Robert James" and is the eighteen months old child of F. A. Burke, a Division Four conductor.

### Between Shifts



"The Silent Boy From Arkansas" is never too busy to fondle his precious little daughter, Mary Evelyn. Conductor Leamon Lick, the proud daddy, is a Division Three man.



Sweet little Yvonne Marie Johnson is a lady of pure Los Angeles Railway lineage. She is the daughter of Don Johnson of the Garage Department, a granddaughter of Frank Bache of the Track Department, a grand niece of Austin Fleetwood, Foreman at Vernon Yards and a cousin of Harold Petrie of the Drafting Room.

### Almost Twins



Herbert, age 7 and Henry, age 6, sons of Conductor H. A. (Red) Hennes of Division Two.



# WEDDINGS

Motorman J. C. Deshler, of Division Two, and Miss Davina Duncan were married at the South Park Christian Church, by Rev. Bruce Brown on the 29th of August. Congratulations.

\* \* \*

Conductor C. E. Erickson, of Division Three, was married on September 12th, at 9:00 A. M. to Miss Maye Orlina Brunton at Emanuel Lutheran Church, Griffin and Altura, and immediately after the ceremony the happy couple journeyed to Catalina to spend their honeymoon. The return to the mainland was via aeroplane and Erickson says it took only fifteen minutes to return, as against two hours on the outbound trip. We extend best wishes to the happy couple.

\* \* \*

William B. Wilson, of the Upholstering Department, South Park Shops, announced the marriage of his daughter, Miss Catherine C. Wilson, to Mr. Frank Van Zandt, on September 1st. Bill's many friends extend the young couple their best wishes.

\* \* \*

When Motorman A. J. Stilo, of Division One, returned from his vacation about a month ago, he greatly surprised his many friends by announcing his marriage to Miss Flora Murphy of Chattanooga, Tennessee. They were married August 13th in Rossville, Georgia. Here's hoping that Tennessee smile that is in evidence at present, will linger for many years to come.

\* \* \*

Kathleen Pearl, daughter of Motorman Herman Ihrig, of Division Two, was married to Edward R. Adams, son of Motorman J. K. Adams, of Division Two, at a very pretty church wedding on September 19, 1931. The groom is also an ex-car man who worked out of Division Two for several years. A number of the railway family were present at the wedding.

\* \* \*

Edna May Tuttle, of the Auditing Department, was married on August 22nd to William Payne Ashdown.

## Lost, A Friend

Two Bells has been appealed to by Florence Hume Wood to help her locate a friend whose maiden name was Dorothy Brush and who married a man in Pensacola, Florida, whose name Mrs. Wood does not know, but who, she is informed, is now working for the Los Angeles Railway. Two Bells has Mrs. Wood's address and telephone number.



This picture might aptly be termed "What a FISHER Man" and incidentally the whole dern family is interested in what Papa landed. Fishermen galore tried fancy lures and every known method to tempt the palatable halibut to leave their happy home in the briny deep but few and far between were their catches. The old Maestro himself, Robert W. Reid, Foreman of Division Three, sallied forth with his family and arrived at Cayucas, several hours later and his lines were hardly wet before he had hooked his first halibut. During their stay the total was near the forty mark and he finished his record by bringing in a large blue cod which is rarely hooked in these waters. You really can't blame the bloomin' blighter for being a bit chesty, eh wot? Reading from left to right the smilers are Mrs. Robert W., the old boy himself and Robert, Jr.

## Stork Pays Visit to Lois Coleman Tahar

Mrs. Ben Tahar, formerly Lois Coleman and for several years secretary to George Baker Anderson, became the mother of an eight pound baby boy, Robert Benny, who was born at St. Vincent's Hospital on September 20th.

Mrs. Tahar left this company in 1928 to enter the vaudeville field. Her dancing and acrobatic act known as "Lois Torres and Her Barcelonians" is touring the RKO circuit and, fortunately, happened to be playing at the Los Angeles RKO Theatre at the time of the baby's birth. Her husband, her brother and her sister Berenice, who is taking Lois' place in the act until her recovery, saw the little son and nephew before they left the city on their next engagement.

## LARY LAFFS

There's so much safety in the worstofus,  
And much more safety in the bestofus,  
So it behooves allofus,  
To practice safety on the restofus.

"The proof of the pudding is in the eating,"—but the verdict is in the belly-ache.

Barbara (whose first tooth has just dropped out): "Mummy, mummy, quick! I'm coming to pieces!"

First Bo: "Say, did youse know dat de wealth of dis country was over \$3,000 for every person?"

Second Bo: "My Gawd, I've been robbed!"

Extra! SCOTCHMAN KILLED! Extra!  
He lit a bomb—but couldn't make up his mind to throw it away.

Teacher: "Use the word triangle in a sentence."

Willie: "If fish don't bite on grasshoppers, triangle worms."

"What became of that unpaid bill Dunn sent to us?" remarked the bank clerk to his wife.

"Oh, that?" she asked. "I sent it back marked 'insufficient funds'."

"Is this a good place for rheumatism?"  
"It be that, zur. Oi got mine 'ere."

A Negro was pleading his own case to save the price of a lawyer. He called the chief witness to the stand and said, "Joshua, where was I when we stole dem chickens?"

A "rookie" in the cavalry was told to report to the lieutenant.

"Private Rooney," said the officer, "take my horse down and have him shod."

For three hours the lieutenant waited for his horse. Then, impatient, he sent for Rooney.

"Private Rooney," he said, "where is that horse I told you to have shod?"

"Omigosh!" gasped the private, growing pale around the gills. "Omigosh! Did you say shod?"

Jane, six years old, was out for a ride in the country. She saw a swamp where cat-tails were growing.

"Oh, daddy!" she exclaimed, "Look at the hot dog garden!"

"Pa, what's the difference between a hill and a pill?"

"I don't know my son, unless it's that a hill is high and a pill is round—is that right?"

"Naw! A hill is hard to get up and a pill is hard to get down."

Biology Professor: "Where do all the bugs go in the winter?"

Absent-Minded Student: "Search me!"



## BOUQUETS

Here is one of the nicest bouquets we have ever received. It is from a thoughtful librarian and interests every trainman employed by the Los Angeles Railway.

It comes from Julia F. Rowan, Assistant Librarian, University of Southern California. The occasion of her letter was her desire to commend a conductor and after doing so, she says:

This is not the first time I have had courtesy and help extended me upon your cars. Let me say that I have been in numbers of cities over the United States, and I have never found any greater care, if as great, given by any street car service as I have found in the City of Los Angeles. I have seen your conductors smile in the midst of harassing crowds upon

their cars when most of us would have been exasperated by the confusion. I have usually found, too, that when I look up with a smile and word of thanks that I am met with a nod of appreciation and a desire or offer of help. If the public could but realize that they, too, have a part in the scheme of things, we would have a much happier world.

Thank you for all kindness.

Mr. M. H. Gannon commended the service and attitude of the trainmen during La Fiesta, especially on the Sunday when Pontifical Mass was held in the Coliseum, and on the night of the Pageant of Jewels. He stated that the routing of cars, number of cars, and the helpfulness on the part of the employes of the Railway was one hundred per cent and that he

heard remarks among the people to this effect.

Conductor Edward H. Link of Division Five (no picture) received the following bouquet from Mrs. Boyle Workman, Chairman Women's Club Participation Committee of La Fiesta de Los Angeles:

"Just a little note to tell you how much I appreciate your courteous help in the information booth during La Fiesta.

"There were times when it was a little trying on the patience, but you were equal to the occasion and I feel that the pleasant atmosphere created in and by our booth was due to the understanding and courteous attention of all those serving together to make La Fiesta a success."

For (1) Motorman I. D. Mann and (2) Motorman W. Millican, both of Division Three from Homer H. Bell who says these two are the best motormen in Los Angeles, and that

"in starting the car and stopping it these men seem to stand alone in the fact that they show some consideration for passengers."

For (3) Conductor F. C. Ham of Division Two from Martha Bergh for stopping the car after he had given the signal to go ahead, when he saw her running to catch his early car.

For (4) Conductor J. A. Ganann of Division Five from A. E. Jones for retaining the "human touch," for being alert and attentive in the performance of his duty and for being courteous and accommodating to all passengers.

For (5) Conductor B. J. McCracken of Division Three and (6) Conductor C. J. Knittle of Division Four from Mrs. Harold Lanteau. Conductor McCracken is commended for his thoughtfulness and kindness in the punching of a transfer. Conductor Knittle is commended for his unfailing courtesy.

Conductor C. J. Knittle is also commended by Ethel M. Swanson who said: "In attempting to alight from a Pico car Conductor 440, whom I had never seen before, came forward to assist with shopping bags with which I was heavily laden."

For (7) Conductor E. G. Biddlecomb of Division One, (8) Conductor J. G. Frantz, (9) Conductor E. E. Sanders, (10) Conductor S. E. Merriweather, of Division Two, (11) Conductor L. L. Callahan, (12) Conductor P. E. Holt, of Division One, (13) Conductor D. S. Timmons of Division Two, (14) Conductor J. N. Merritt of Division One, (15) Conductor A. N. Johnson, (16) Conductor E. V. Athenous, (17) Conductor H. S. Embree, (18) Conductor J. L. Story, of Division Two, (19) Motorman G. W. Leslie and (20) Conductor V. Penrose, of Division One, from Mrs. H. S. Whitmarsh who says she is lame and necessarily slow in boarding or alighting from the cars and these men have all been especially courteous and kind to her.

For (21) Motorman E. R. Rath of Division Two from H. T. Elmore for helping a blind man from the car to the sidewalk thereby insuring his safety, and for taking his controller with him when he left the car thus securing the safety of the passengers on the car.

For (22) Conductor M. B. Stewart of Division One from Mrs. E. Marsden who says: "It was a pleasure to ride on an 'R' car today and come in contact with so fine a conductor. He has very good manners and is polite and courteous to his fares; he also called the stops very clearly and distinctly."

For (23) Conductor D. B. White of Division One from Adella H. Brode who said that as she took a seat in the rear of his car she noticed a youth just in front of her smoking a cig-

arette. As cigarettes affect her very unpleasantly she asked the conductor if it had been made permissible to smoke on the rear. Conductor White was very courteous; spoke to the young man politely, the young man went forward, and then the conductor thanked her for calling his attention to it.

Conductor White is commended also by E. W. Smith of the Los Angeles Police Department for exceptional courtesy in assisting a very old and feeble woman onto the car and to a seat and for pulling down the window shade and making her as comfortable as possible. Mr. Smith says: "Being in public service myself and realizing the criticism your men receive I feel this act on the part of your conductor should not go unnoticed."

For (24) Motorman J. L. Kline of Division One from V. A. Rosa who says he is an old railroad man who has been riding the LARY cars for twenty-five years and thinks Operator 3027 is one of the best employes on any of our lines. Mr. Rosa also says: "I have noticed many times the courtesy and politeness he has extended to his passengers with a cheery smile. I sure wish all your employes were like him."

For (25) Conductor E. E. Wilke of Division Four from R. M. Thomson for his efficiency in handling his passengers; for helping them on and off the car, and being careful to see that they were on or off before giving the signal to start. He also says: "He appeared very obliging, and treated his passengers with the utmost respect, and I noticed that a good many of them appreciated the courtesy shown."

For (26) Motorman C. R. Smith of Division Four from Mrs. A. D. Pearce for getting off his car, signaling traffic coming from the opposite direction, and then helping a blind man from the car to the opposite side of the street and heading him in the direction he wishes to go. Then motorman returned to his post and continued on with a smile.

For (27) Motorman E. E. Mueller of Division Two from William Schack who was formerly an employe of this company. Mr. Schack commends Motorman Mueller for stopping his car after turning a curve and waiting to take on transfer passengers from another car.

For (28) Conductor E. C. Croughan of Division Three from George S. Savage, Supervising Inspector of the Department of Health, who said Conductor Croughan was looking out toward the intersection when he saw a woman stumble on one of the safety zone buttons and fall. He immediately jumped off the car, helped her to get up, collect her bundles and board the

car. Mr. Savage ends his letter: "I call this to your attention knowing that you like to hear that your trainmen are putting themselves out to show courtesy to your patrons."

For (29) Conductor E. W. Park of Division Two from Frederick W. Klockslem who says: "This young man impressed me as having a one hundred per cent perfect idea of service to your patrons. He is a gentleman to begin with, seems to have a pleasant word for everyone, calls all the streets perfectly so that all can hear with ease, and leaves the impression with everybody that he is there to actually serve them."

For (30) Conductor I. Gasparro of Division Three from G. G. Johnson, "for over forty-four years a patron," for utmost kindness and courtesy to an elderly woman with two baby grandchildren.

For (31) Motorman G. L. Ker of Division One from D. G. Wilson for his efficient manner of starting and stopping his car.

For (32) Conductor T. J. Mulrine of Division Three from George Young for the courteous manner in which he handled the situation when a transfer was presented to him on which the time had expired.

For (33) Conductor A. C. Freeman of Division Four from E. Hesse for unusual thoughtfulness and consideration in directing two unattended young women as to what was the safest and best lighted and traveled street for them to take to reach their desired destination which was five blocks away from where they had to leave his car at night and in a strange part of town.

For (34) Conductor R. W. Brower of Division One from Mrs. Mae M. Evelynne for his great politeness and courtesy and for his gentlemanly thoughtfulness in helping elderly women on and off the car. In her own case she said: "I was tired, warm, had bundles, car was crowded, and he treated me as he would his own mother—gave me his stool and took care of me."

For (35) Conductor G. E. Jolly and (36) Conductor J. L. Arnold, both of Division Four, from Miss E. Rowe for their pleasant courtesy.

Conductor Jolly was also commended by Paul S. Breckenridge for courtesy and consideration shown his mother when she made an unfamiliar street car trip on his car. Mr. Breckenridge writes: "His courtesy and thoughtfulness in helping her onto the car, remembering her stop, and carefully assisting her in the car at all times with a happy, friendly style, made so much an impression on her that she has asked me to bring the matter to your attention."

For (37) Conductor E. J. Marceau of Division Five from Miss Betty Ross for his kindness and courtesy to all passengers, his handling of difficult situations and his readiness at all times to answer questions.

For (38) Conductor G. W. Wagner of Division Four from Charles Lincoln for his voluntary fairness in sharing the loss of a quarter which rolled out of the car when Mr. Lincoln dropped it and responsibility for the loss could not be determined.

For (39) Conductor F. A. Burke of Division Four from S. J. Jones for his courtesy in helping Mr. Jones find the street he desired.

For (40) Conductor P. B. Laws of Division Four from Adeltha Peterson for his kindness in helping a passenger who dropped a bag of fruit just as she was getting off the car.

For (41) Conductor W. C. Skinnell of Division Five from Mrs. Leone Dudleigh for unusual politeness to people on his car, for helping elderly women on and off the car, and for holding his car at the end of the line for her.

For (42) Conductor F. J. Donnelly of Division Two from Julia F. Rowan, Assistant Librarian of U. S. C., for marked consideration and courtesy in adjusting wrong directions given about a transfer from another car, and his cheerfulness and eagerness in helping her.

For (43) Conductor A. A. Goldsmith and (44) Conductor Harry Frank Hames, both of Division Four, from Nurse Miriam Jean Rollins. Conductor Goldsmith was commended for his thoughtfulness, helpfulness, pleasantness and courtesy, and for the quiet and efficient manner in which he handles his work. Conductor Hames for his efficiency and alertness in looking out for the interests of his passengers and for helping anyone needing help in a kindly manner.

For (45) Conductor G. R. Perdew of Division Three, and Conductor H. F. Hames (No. 44 above) of Division Four, from Miss Alma Stone who says she has been crippled for several months. She writes of these two conductors: "I have found them always considerate, kind and thoughtful. They were always so careful and watchful that most of my fear of traveling with a crippled knee is gone. Whenever there was an aged person, a crippled person, or a heavy load to be cared for, these two always found a way to help. And what a joy to those needing a lift!"

For (46) Motorman Tom Calderwood of Division Three from John A. Gilligan for safely turning into the Lost and Found Department a brief case left on the car by Mr. Gilligan.

For (47) Motorman G. E. M. Thomas

of Division One from Norman Wallace for stopping his car for a woman with three children, and several bundles, when he saw them running for the car. And he was further commended for starting his car smoothly.

For (48) Motorman I. Kudler of Division Two from Mrs. Sarah Zimmerman for kind and courteous attention. Mrs. Zimmerman said she was a stranger here and asked this motorman for directions which he readily and cheerfully gave her.

For (49) Conductor H. E. Ketchum of Division Four from Nurse Miriam Jean Rollins for pleasantness and for always giving a friendly helping hand to all that need it when boarding or leaving his car.

For (50) Conductor C. A. Mootz of Division Two from Lenore Conrad for his helpfulness and courteousness which was deeply appreciated.

For (51) Conductor O. G. McDermith of Division Three from D. M. Peltier for readily advancing his car fare home when Mr. Peltier found himself stranded downtown on Sunday without change.

For (52) Conductor A. C. Beck of Division One from G. D. Smock for courtesy, service and patience extended to his wife and small son.

For (53) Conductor T. N. Willis and (54) Conductor H. C. Albertson, both of Division Three, from Clifford D. Bills for their kindness and watchfulness in assisting him on and off the cars as he is a cripple.

For (55) Conductor M. C. Matthews of Division Two from Charles H. Tribit for his gentlemanly conduct under most trying circumstances.

For (56) Conductor H. D. Bradrick of Division One from Mrs. M. F. Joslyn for unusual politeness and kindness. She says: "He is particularly solicitous for the safety and comfort of the aged. Many people make an effort to get his car."

For (57) Conductor James W. Reynolds and (58) Motorman C. H. Owens, both of Division Three, from Leona Burnett for stopping and holding their car for her when she was running to catch it, and for their general attitude of kindness to the public.

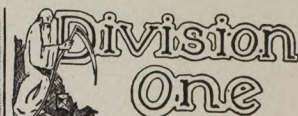
For (59) Conductor B. J. Haskins of Division One from Dr. A. N. Baker for being courteous and generally solicitous for the comfort of his passengers, and particularly for an act of courtesy extended to an elderly woman, which act was observed by Dr. Baker.

For (60) Conductor F. E. Fawcett of Division Three from Martha Bergh for his patient and courteous manner in refusing to accept transfers, long past due, from two girls.

## For Sale

Double barrel 12 gauge shotgun. Hammerless. Like new. \$15.00. Conductor John Turvey, 5431 Fourth Avenue.

White Roller Canaries \$10. R. Frampton, Winding Room, Shops, or 368 East 52nd St.



H. N. COLE

A very painful boil on his hand has kept Conductor Lee Adkins off the job for several days, but it didn't impede his progress in the everpresent chess game, with Joe Singer, Charlie Roberts and several other star players.

Motorman J. H. Schrader has returned from a sixty day trip to the middle west. He had a good time, looks fine and says he feels better than he looks.

Conductor L. Zukoff, formerly of this Division but later of Division Four, is back again greeting old friends. He negotiated a trade with Conductor J. M. Walker.

Another transaction between Conductors W. H. Anderson and F. L. Jefferson, places the former at Division Four and the latter at Division One.

After returning from a two weeks vacation, Conductor J. O. McArthur went back to work, but he seemed not to have the necessary supply of vim and vigor, and his mind was constantly going back to the great open spaces, so he took more time off and he and his wife made off for the highways again.

From general appearances one would never think Conductor M. C. Perl was eligible for the sick list. He has been off for several weeks on account of trouble with his vocal organs, not being able to speak above a whisper. With his tonsils removed and another throat operation in the near future, he hopes to be able to call the streets properly.

It is very frequently necessary for one to lay off for a few days after attending a banquet, but Motorman J. W. Hile reversed the procedure by cutting out work and eating for three days before the recent banquet given by the Company for efficiency and courtesy.

Our Uniform Inspector, George Williams, has been working pretty strenuously for quite a while, and with good results, as most of the boys are displaying a neat appearance. A great many new uniforms are in evidence and most of the old ones are clean and well pressed, with caps and shoes to match.

After an absence of seven and a half months, Motorman B. B. Baker has returned to his duties, and according to his conductor, Bob Rogers, he hasn't lost any of his pep through his lack of practice. It will be remembered that Baker was a victim of a peculiar accident. He was placing his trolley pole when his foot slipped, his hand went through the glass cutting several ligaments in his wrist.

The young man you see around the Division with the flowing mustache, is Conductor L. L. Batterton, and when his attention was called to the fact that he could dispose of several inches of it and still have an adequate supply left, he assured us that just as soon as he could get his new teeth he would get the lawn mower in action and dispose of the over-growth.

Motorman W. J. Hurley has just returned from a trip to Baltimore, Maryland, where he remained for several weeks. His was a sad errand, that of taking the body of his wife, who passed away in this city, to the eastern coast for burial.

When Conductor H. I. Frey started out on his vacation last month, he decided to drive to San Francisco by way of the Coast route. He says his idea was to get an opportunity to test his car out in a race with one of the fast trains on that route, but nary a train did he see.

There is a slight lull in the vacation business, but: Conductor W. A. Walters rested up for ten days during the early days of the month.

We have no information as to how and where Conductor D. E. Berri spent his fourteen days during September.

Motorman G. M. Katzenberger enjoyed a sixteen day vacation and is back on the job again.

Motorman W. M. Wagers has returned from a fifteen day leave of absence.

The visiting of relatives in Texas is the object of a leave of absence of forty-eight days granted Motorman A. A. Whitaker.

Motorman J. N. Smith has hit the highway for Del Piedra, California, where he will spend the next thirty days.

Motorman T. O. Knoff has returned from a thirty day visit to relatives in Colorado.

During the month Conductor H. E. Anderson spent ten days visiting several different places in Southern California.

Motorman B. C. Byrd has returned from a vacation of fourteen days.

A two weeks vacation was taken by Conductor J. A. H. Avery during the month.

Hollister, California, is where Conductor A. I. Brennan is spending his twenty-seven days vacation.

Business and pleasure, mostly business, has taken Motorman E. G. Pearce back to his old home in Missouri. He will be away about thirty days.



## Division Two

H. F. NELSON

Motorman L. D. Lofton turned his Ford in on a new Oakland "8" coupe. Tried it out on a trip to San Diego, and is more than satisfied with the way it performs. Going up the Torrey Pine grade is like going down hill according to L. D.

Motorman E. G. Smith spent his vacation shooting the old rifle, coming back with six more medals. Three were won

at the American Legion shoot at Pasadena and the other three at Santa Ana during the State American Legion Convention.

On the 28th of August Conductor A. N. Johnson was very much surprised when a little twelve year old girl boarded his car and after depositing her fare said, "Here are two more pennies, I forgot to drop them in the last time I rode with you," as she dropped the pennies in the fare box. The little girl is Kathleen Hughes of 328½ North Alexandria Ave. A. N. believes an act of honesty such as that on the part of a little girl deserves honorable mention.

J. B. Engledow, flagman, and former motorman of Division Two, stopped in at the office the first of the month and said he had his new Ford broke in and that he and Mrs. Engledow were leaving for Kansas City where they would spend several weeks. J. B. has not been back home for forty-one years, and figured it was about time to go back and give the place the once over.

Motorman F. S. Ainsworth has returned from his vacation, which he spent up north. He brought in some man-sized plums and peaches which were enjoyed very much. It is also rumored that he is still eating venison.

See America First. That is a sign you often see, but with Conductor A. F. Crosby it is, "See California First." He is spending a month just driving around from one place to another. Cards have been received from Yosemite, Yreka and Sacramento. Is having the time of his life he says.

Motormen C. A. Wells, W. D. Billips, R. R. Youts and Conductor F. T. Ginger departed with about a ton of camping equipment for the tall timbers where they will fish and hunt deer for thirty days. Last heard of them they were at Nipinawasee and had been very successful, having two deer to their credit right at the start. Look for some wild tales when they return.

Motorman G. Lawrence has returned to work, having spent several weeks recuperating from an operation.

Motorman E. V. Todd and Conductor H. E. Tierney are boarding at the Methodist Hospital, recuperating from operations. Both are doing fine and several of the boys have been up to see them.

Conductor M. F. Nar, who has been sick for several weeks, is at home now and is getting along fine according to the latest reports.

Motorman T. A. Brewer and Conductor E. E. Sanders made a flying trip down towards Warners Hot Springs, shot a deer and were home again the next day. They intend to make another trip down the first part of the month and try their luck again.

Superintendent T. Y. Dickey is spending his vacation with Mrs. Dickey on their ranch in the San Jacinto Mountains, doing some fencing, well digging and other little necessary jobs. The deer have been eating the leaves off his apple trees, so that is very apt to get him peeved and start him on the war path.

Conductor H. A. Hansen spent two weeks on his ranch, which adjoins Mr. Dickey's, spent two days hunting but could locate does and fawns only, so he is still eating beef.

Conductor F. W. Graves was found at the Auto Club inquiring the best routes to Brooklyn. Is it possible a girl could attract a man back to that country in the winter time?

Conductor L. Barkley is spending three months with his parents in Dallas. Will be back just in time for the Christmas rush. This is his first trip home since coming to work here in 1928.

J. A. Madigan, E. R. Forsythe, J. P. Miller and J. L. Decker spent Sunday the twelfth hunting rabbits near Lancaster. They managed to bring home thirty-seven, which they distributed among the boys. And were they good? Decker spent several days on the sick list after coming back, perhaps the dish washing and cleaning rabbits did not agree with him.

Motorman T. N. Harris spent several weeks visiting friends and relatives at Phoenix, Arizona.

Motorman L. Liff has worked the entire month of September without laying off a single day, looks very much as though he was saving his money for a trip.



## Division Three

L. VOLNER

There was great rejoicing in the Dahlberg household when Motorman George Richter returned after several months spent in Germany, Poland and other European countries. Motormen Dahlberg and Richter live together in Mr. Dahlberg's house, one does the cooking and looks after the inside of the house, while the other takes care of the yard and flowers, so while Mr. Richter was away Dahlberg had quite a job.

After a vacation spent touring the Northern states, and also the Grand Canyon, Motorman J. R. Grose has returned and is now located in his own home, having purchased a place in Eagle Rock.

In March, 1887, Motorman L. M. Runyon and brother married sisters. They have either lived together, or close by all these years, a more congenial quartet could not be found, but the brother's wife passed away on the 2nd of September, breaking the circle founded forty-four years ago. Mr. Runyon has the sympathy of the men of this Division.

When Switchman W. H. Meloy announces a fishing party there is quite a scramble of men trying to get off to join the party. On August 19th, one of these very successful fishing expeditions was held on the boat Moonlight at Long Beach, the following men being in the party: H. A. Sharp, E. E. Sooy, D. D. Smith, C. L. Westenberg, J. Lillies, R. Brown, F. F. Chamberlain, H. E. Neal, B. F. Blake, J. E. Bohler, O. A. Dixon, C. S. McCoy, and the Maptain, Meloy.

Clerks Herter and Deane are back to work after very delightful vacations.

R. T. Soule, a former conductor of Division Three, but now in the mail service at Phoenix, Arizona, was a visitor at this place a short time ago. Soule was returning from the Letter Carriers National Convention which was held in

Oakland, September 7th to 12th. He advises that in addition to his regular duties in that city he is the editor-in-chief of the Sack and Pouch, a monthly periodical which is devoted to Post Office employees.

Conductor D. A. Jones is recovering from an operation and expects to be back on the job in a short time.

A. A. Middlecoff, who was a former motorman at this Division but now flagman, called and paid us a visit during the middle of the month. He had the misfortune to be struck by an auto several weeks ago but is now able to resume his regular duties.

Foreman Reid, Motormen Henry Neal and Pete Wankier spent Sunday, September 9th, on a fishing barge off Redondo. They were not pursued by any monster of the deep but it is reported that Neal was gyped out of most of the lunch by the other two highbinders, but they were generous enough to leave him one sandwich. They reported an excellent catch.

For one week during the past month Motorman Jack Critchett was acting as night watchman at the sub-station at Salusen and San Pedro. When assigned to this position Mr. Critchett was given very implicit instructions to keep his hands off the machinery.

Motorman W. T. Skinner and wife spent several days at Long Beach the past month.

After an extended trip through Missouri, Oklahoma and Texas, Motorman C. H. Blackburn and family have returned.

As Conductor J. Liles got out of his auto, which he had parked in the car barn lot, he noticed he had a flat tire so he set his grip containing his changer, money, tokens and all the rest of the paraphernalia used by a conductor on the running board of a machine parked close by. In the meantime the owner of the other machine got in his car from the opposite side and drove home. When he had completed changing the tire, Mr. Liles missed his grip, which he still maintains that he placed on the ground back of his own car, thinking someone had stolen same, rushed into the clerk on duty and reported the theft and tried to get off, there being no men available he, rather than miss-out, drove to relief point and prevailed the conductor whom he should have relieved to work his last half and then returned to Car House. Just then the trainman who had driven off with the grip returned it. We have never heard whether there were any cigars bought.

Conductors J. W. Allen and A. F. Eckenwiler and Motorman G. R. Chapman spent two weeks deer hunting in the vicinity of Bass Lake. Up to the time of going to press they have not returned but we feel sure that if there are any deer in that vicinity they will get their share.

Motorman F. L. Hutchison is back on the job after a visit to points in New Mexico. While away he visited the famous Carlsbad Caverns and says it is a trip worth taking.

Cash Receiver Kindell a short time ago journeyed to Acton intending to go back into the mountains in search of deer or

trout, but an interview with some of the natives in that section caused him to forego this pleasure on account of exceedingly bad roads. He turned this out into a dove hunting quest but says that he saw only one dove in the vicinity of Lancaster and that one evaded his efforts to bring it to earth. He was showing his friends a brand new hunting knife and it is presumed he is going to slip up on 'em and stab them in the future.



## Division Four

C. J. KNITTLE

Well, gang, if you've ever halted your auto at a Boulevard Stop and had a reckless driver behind knock you half way across the street you may realize how a scribe feels when he returns from a vacation and sits down to write out what went on at the Division while he was away. He looks back to see what happened. Incidentally, Mrs. Pearce, our stenographer who contributes abundantly to this column was also on vacation. Well, here's hoping all the vacationists had real good times. Now let's get into the news.

Among the many well known persons around Division Four is conductor E. E. Wilke who is short in stature but not in ideas. Wilke has one eccentric habit. He carries an extra large grip and locks it to a rear seat with four or five feet of dog chain. Maybe it's not a silly idea. One day recently at Rimpau terminal of Line "P" the last passenger getting off, a woman, picked up her own grip and also Wilke's and started for the exit. Suddenly it was yanked from her hand. Again she grabbed it and once more it was snatched away. She noticed then that it was well chained down and hastily dashed over and into a waiting beach bus.

Motorman H. V. Cage was granted thirty days leave September 8th to make a trip to Salt Lake and Ogden, Utah.

And that reminds us. It was after midnight September 3rd. Motorman Cage and Conductor Grimes had pulled in a night run and then went down on Alameda Street to see the circus come in. But no circus arrived and the disappointed pair returned to the Division. About four o'clock Motorman Massey came in and casually remarked that Main Street was flooded with elephants. Out the door flew Cage and Grimes. Massey strolled over to the clerk. "The lady in the restaurant told me to say that," he added. (Owing to the lack of fish stories we were glad to get this elephant tale.)

A large local store is having an anniversary sale and advertise it as the "39 plus 1". Motorman "Cocky" Roach had a birthday recently and proudly informed us he had reached the age of twenty-nine. Plus what?

Motorman Jack Wayne and his wife returned September 5th from a week's vacation in Frisco.

We are glad to welcome Conductors H. W. Anderson and J. M. Walker who re-

cently transferred from Division One. Sometimes we wonder which Division these two like best. A year or so ago both were working at Division One but transferred here when the "N" Line was assigned to this Division. A short time after, Anderson quit but was later re-employed for Division One. Then Walker transferred to Division One. Well, fellows, we don't know what's up your sleeve but we're glad to have you with us.

Conductor J. F. Bray spent five days recently at Catalina.

Motorman Tom Vail who just finished fifty weeks on the sick list after being struck down by a hit-and-run driver and receiving a broken leg, ribs and internal injuries is back on the job and appears to be back to fine health.

Cash Receiver F. W. Goss took the second half of his two weeks vacation September 13th to 21st.

Motorman T. H. Speed took a fifteen days hunting trip near Bishop and returned September 26th with a deer.

Conductor C. O. Graham also made a ten days hunting trip to the woods north of Bakersfield.

Conductor G. A. Jahn was granted a fifteen days rest recently.

Conductor W. H. Vogwill also took a ten days rest.

"Uncle Louie" Wall who guides one of those "Mags" over the hills and dales of the "I" Line has worked every day this year so far and we gotta admit that's some record.

Motorman Bob Deucher paid us a visit a few days ago, after undergoing an operation and we were pleased to learn he is rapidly recovering.

Motorman Tom Roberts who was also operated on recently has paid us a visit and will be back to work soon.

Conductor W. W. Warren is now spending a thirty-eight day leave at his lodge in the High Sierras near Gull Lake.

Conductor Jim Saunders, returning from a trip to Kern River Valley with Foreman B. B. Boyd, Switchman Fred Seega and Motorman G. Recard, reports that Mr. Boyd was the only one to shoot a deer. Saunders returned alone as had been planned. The rest left to journey on through Oregon and Washington.

During Mr. Boyd's absence Clerk Ellis has been acting foreman and Extra-Clerk W. J. Harris is taking Ellis' place.

—and that's about all. We might say in parting that not a single miss out was recorded for September 23rd, 24th or 25th.

The shiner which Motorman F. T. Leach has been displaying lately is not the result of family trouble or a fistic encounter. Rather, it's the effect of a counter-encounter. Leach and a few of his gentle mates were having a friendly scuffle in the trainmen's room. Countless blows had been exchanged and Leach had countered each one with a sample of his own personal wallop when the office counter suddenly popped up and caught him just above his right lamp and Leach made an unexpected trip to the receiving hospital.

—and the month ended with Motorman M. M. Tessore, an old timer of the "C" Line, breaking in for Line "P" service under the efficient instruction of Motorman Sutter.



## Division Five

FRED MASON

Motorman Frank Miller, who has been on a leave of absence since July 20th, writes from New York City saying he is having a wonderful time regardless of the intense heat there. He is coming back to Los Angeles by boat and is sailing September 17th. What kind of a sailor Frank will make after thirty-one years on the front end of a street car, remains to be seen and we'll find this out when he returns.

Conductor Tommy Owsian informs us that his father-in-law, Ex-Motorman Chris Hoffmeister, was married on September 14th. Chris is back in Emmett, Idaho, working on a ranch there with his son, Ex-Conductor L. V. Hoffmeister. Both of them wish to be remembered to all the boys of Division Five.

On September 26th Motorman E. U. Butcher completed his twentieth years in the service and celebrated the occasion by taking seven days vacation dodging here and there in his new Chevrolet. He intends to take trips to Lake Elsinore and Camp Baldy.

Conductor Ray Lovelace is off for sixty days and is driving back to Knoxville, Tennessee, where he will vacation with his folks. It is several years since Ray has been back home and he is of course looking forward to a great time.

Motorman L. W. Schoffner just had to go hunting again this year and he will be gone for five weeks. Camp Wishon, California, is his hunting ground and he very seldom misses bringing home the bacon.

On October 17th Motorman Ed. Shafer steps out on three weeks vacation and intends to drive up to San Francisco.

Motorman S. B. Smith is as happy as a sandboy brought about by the return of his wife from Scotland. Clair is putting on weight now and is eating like nobody's business.

Conductor George Harper is off for three months and is vacationing with the folks back home in Louisville, Kentucky. George manages to make this trip almost every year and he always comes back feeling fine.

Motorman C. W. Bukey had a great seven days vacation during the latter part of last month. Bukey bought himself a swell Graham-Paige sedan and has it nicely broken in now, and he is looking forward to some long trips in the future.

We are sure glad to see Motorman J. M. Cook up and around again after having been successfully operated on for appendicitis. Cook has been off since Aug. 11th and he says it won't be long now before he will be back on the job.

Reports received of Motorman F. M. Doherty and Conductor O. C. Haynie, who have both been on the sick list for a considerable time, are that they are getting along as well as can be expected. All the boys of Division Five join in wishing both these boys a speedy recovery.

Whose holding out all those interesting baby and vacation pictures? Bring them in boys and let's all see them.

Ex-Motorman George Halsey paid us a visit recently and is looking fine and dandy. As you will remember, George resigned a while back to take charge of his ranch at Famosa, California. He says everything is going along fine and dandy up there and before leaving he wished to be remembered to all the boys.



## Shops

JACK BAILEY

S. Kriewald, machinist, Machine Shop, H. Longway, foreman of the Truck Shop, J. Bickford, clerk of the Truck Shop and Switchman A. Perez enjoyed a week-end sojourn to Big Bear, spending most of their time in Bickford's cabin playing cards and talking about traveling men.

E. E. Wing, of the Upholstering Department, has returned to the fold after a vacation trip to Canada via the "cheer" gardens of Windsor, and was lost in the industries of Detroit only to be "woke up" to the reality of Los Angeles again.

Dove season is in full swing and Frank Ross, tinsmith, reports getting the limit. Hank Seivers, of the Carpenter Department, should try doves in preference to deer next time.

Our sorrow of seeing our friend M. Cass leave to assume duties with the Maintenance of Way and Structure is still more sorrowful by our regret at losing a good carpenter. Good luck, Cass.

Carpenter Sam Ackerman has returned to work after a few days absence minus that bad cold or what had he.

Robert Calderwood is back at his work in the Carpenter Shop after completely fooling the M.D.'s and others following his appendicitis operation of several weeks ago. Atta boy, Bob.

No, dear readers, that which you see upon the faces of Freddie Hunt and Carl Manning, of the Carpenter Department, is not a miracle. That is real he-man whiskers. These boys are proving that youth must have its fling and Hunt says the girl friend is just tickled with it.

Al Dellinger was reported on the sick list but is back on the job again.

Two hold-up men looking for the price of a lunch were so greatly disappointed when they picked our switchman friend H. Lock for the fall-man, that they did him damage to the extent of a black eye, and took his watch. And boys what a shiner.

The first rain of the season caused quite a disturbance in the astrology circle at the Shops. Dr. Watts and Dr. Marshall Bradley decided to enlarge their personell in the person of Professor Spearling, a new discovery of this season.

Truckman Bill Thun is following in the footsteps of his pardner Roy Baxter. We find he is trying to bring his old Erskin to life by installing Dodge parts. Bill will be bringing his lunch next.

According to Harry Longway's statistical check we have the original Mr. Kingfish and Mr. Van Porter of the fa-

mous Amos and Andy skit. J. Fisher and C. Porter are two of our best yardmen.

We know that the cold winter with its sneezy old colds is just about upon us, because Truckman M. Christensen has discarded his straw hat. We have reasons to believe that said hat was taken for a ride against its owners wishes and also that the owner had to ride home on a street car hatless and hairless.

Joe Harlow, Fred Brennan, Jim Giles, George McMillan and Joe Schreiber, of the Truck Shop, have been transferred as employes of the Electrical Repairs Department, their work being relative to motors.

Charles Walters, of the Store Department, is reported seriously ill and will probably have to undergo an operation.

Painter Joe Kincannon, formerly of the Paint Shop, is reported doing time at Division Three.

Walter Jones has completed his annual meter inspection at our various Divisions and is temporarily helping out in the Winding Room.

Our sympathy is extended to Electrician Ed Brimm and family upon the recent death of his father-in-law.

Sincere sympathy is extended to W. C. Brown, our assistant superintendent and W. T. Brown, general foreman of Car House, upon the passing of their stepmother.



## Motor Coach Division

J. H. McCORNACK

Sixteen fishermen and Al Brehm chartered a live bait boat, had a good time and a very successful fishing trip. Sunday the 20th they left White Point early in the morning and sailed to Portuguese Bend, staying out all day. W. E. Ricker caught the largest fish but it got away which let Division Foreman H. Lenhart win the prize money with a ten pound yellow tail. But O. W. Mills, F. Sherwood, C. Swain and V. P. Higdon who were the contributors think he should have 25 demerits for it. F. T. Tackett helped with the amusement by giving his impression of a successful fisherman and a seasick person wearing a derby hat.

Stonewall Gillispe has taken up aviation and is going to be a big transport pilot.

J. Hill is making solo flights now but wants to take all the boys up so if he crashes he won't go alone.

F. E. Johnson, A. E. Johnson, T. Swisher, V. Higdon, R. Lindsey and L. Nowak all have new Chevrolets.

Enthusiasm is high for the procuring of more athletic equipment. Some new boxing technique has already been uncovered. Scarface Robertson leads with his nose and Dilly with his eyes. F. Sherwood has not been so anxious to box since J. Kresge came back. But the match we would like to see is between R. Lindsey and M. Reed.

Wilbur Morse, E. Davis, G. Goehler and W. Wilson are to be charged with the lights if they stay any later playing pinochle.

Many are under the impression that the Street Car Divisions are afraid of being beaten because we are not invited in the Company Pinochle Tournament.

G. Goehler says having his picture in Two Bells gave him luck as he won a smashing victory in the first round for the Southern California Championship against H. C. Lester of Long Beach who was considered the strongest contestant.

Superintendent E. O. Moore and family spent a pleasant day at Catalina Sunday the 27th.

A card has been received from P. F. Murray stating that he is on duty in the Petrified Forest and likes it fine.

All the boys on Crown Hill are well satisfied with the shake up.

O. J. Ryan has been granted a 30 day leave of absence.

D. Garner is away on a four legged deer hunt.

What-a-Man V. G. Smith is taking a vacation trip to Portland.

Operator Dean wants to know if there is any place where he can get lessons on how to get on a street car.

## GARAGE

Captain Doyle Rishel with his pinhitters E. C. Fleming, G. Oliver, G. Riggs and Floyd Nolf have entered the House League at Manchester and Broadway, carrying the banner of the Los Angeles Railway. They are rolling at an average of 730 and picked up one point the first week and three the second. Their eyes are on some of that \$375.00 in prize money. There are six teams in this league and they will roll for 30 weeks on Monday evenings at 7 o'clock. Let's support our team.

Eddie Serabia is accused of eating chop suey because it makes him sick and he had to be sick in order to get off during the Fiesta.

Jack Standfill is buying books now for his barber

Those two tables at the west end of the garage were overheard gossiping the other day and the brown one said it would have been very lonesome that day the master laid off if another native son hadn't used me.

It was easy to tell the ones who have to help the wife with the dishes when Doyle offered to sell that case of soap powder.

Some of the boys seem to think that Pat Pierce should let Ramsey McDonald know where he is so he could get him to help straighten out the British Navy and the general conditions in England.

Earl Hansen thought sure they had him on the spot when that little noise occurred. He was pretty well spotted with grease.

In order to be sure that Jimmie Deam should go home clean he was given a nice cold shower, clothes and all. Jimmie thinks that one should last him till Christmas.

Jack Savage is apt to get pneumonia from getting his chest all wet.

John Robinson is supposed to have taken two days off to go to a Jewish picnic.

Miss Emerson of the Store Room is cooling off from that hot day the heaters were turned on in her office and enjoying a vacation at Fawn Skin, Big Bear Lake.

Miss Matherly and Mrs. Rankin of the

office have had their pictures taken in a twin coach for the rotogravure section of the Times. That good looking fellow with the bushy hair trying to get in the picture is thought to have been Thomas Casey.

The water was so high out where Bob Hester lives that rainy morning he just couldn't get to work on time.

Giffillan's Buick runs so hot that he has put an ad in an Alaska paper to try and sell it.

W. Dewhirst was off a day on account of being sick. It is thought he ate too many walnuts.

John Marvel's marvelous motor is motoring marvelously.

Foreman Ray Anderson has returned from his vacation. He went deer hunting but took pity on the poor little deer and let them live. The rest of the time was spent in visiting and getting the weight off his feet.



H. K. CONACHER

## DIVISION ONE

G. L. King and family spent the week end at Pomona visiting the County Fair where they had a very interesting and enjoyable time.

The opening of the dove season found E. F. Bond, Bill Houts and B. S. James down around Brawley, where game was reported to be very plentiful.

W. J. Christmas has returned from a two weeks vacation spent in and around San Francisco and the Yosemite Valley.

R. L. Lathrop and T. Lambert spent a week-end at Idlewyde, hunting for deer and we are still waiting for those steaks.

## DIVISION TWO

LOST—One good man, A. L. Davis transferred to the Machine shop. Our loss, their gain.

W. S. Cohn and Jack Sottile loaded their car down with canned goods, flap-jack flour and what not and drove to a place near Escondido, where they bagged the limit of doves and several rabbits. So we've been told.

A. Edmonds took a week off and went down to the Beach to absorb a little California sunshine.

We are all glad to learn that Mrs. J. E. Griffith, wife of Jim Griffith is recovering nicely from her recent operation.

Frank Long was off one week last month on account of having his tonsils removed.

We congratulate Mr. and Mrs. F. F. "Doc" Robey on the advent of their twenty-fifth wedding anniversary, which they celebrated September 25th.

G. V. Lendy has lost that hungry look which he has had for the past two or three months, due to the fact that his wife has returned from a vacation trip to Georgia.

## DIVISION THREE

H. Clark is back on the job again after having been off for five weeks on account of having a needle broken off in his foot.

W. Wickwar is improving slowly and hopes to back on the job very soon.

C. J. Artist, painter, who has been off for several weeks with eye trouble, is reported as being slightly improved.

A. Hamberg has returned to work after having spent most of his vacation visiting local beaches.

G. F. Treneer and family spent Sunday, September 20th at Catalina Island.

Since so many reports have been coming in regarding the number of sword fish being caught off the local beaches, the members of the Izaak Walton League, of this Division, have been trying their "durndest", but, no luck as yet.

Clyde Hamlin who is gaining quite a reputation as a farmer, is putting in all his spare time harvesting his bean crop.

## DIVISION FOUR

Tom Childs has returned from a ten days vacation spent in fishing and taking short trips.

Geo McCay is at present off on a ten-day vacation, his destination unknown.

Henry Watts and family report a very successful rabbit hunting trip on Saturday and Sunday of last week.

## DIVISION FIVE

Tom Cosgrave spent his vacation deer hunting in the High Sierra Mountains.

Geo. Prakel has completed his new five room home on his property at Lennox.

N. A. Land attended the state convention of the Elks at San Diego with the Huntington Park Lodge No. 1415 B.P.O.E. October 8-9-10.

I. C. Gordon and a party of friends are away on their annual deer hunt, somewhere in the High Sierras.



H. I. SCHAUBERT

Bill Swearingen is proudly displaying his new Ford car. Forty miles to the gallon, pick up, and all the usual line.

The car, however, in this case is an abbreviation, meaning a new Ford carburetor applied to the old Maxwell.

The height of disappointment. Haywood Dyer, after carefully overhauling his Hudson, had the misfortune to break a crankshaft—Tough.

Clarence Zuber's boy had a narrow escape last month when he contrived to get the top off a luscious jar of ant paste. No serious effects, except to the nerves of Clarence and his wife.

Have you noticed Harry Snow's "Rough Rider" smile? Must let folks know somehow that he has new store teeth. Clyde Marsh has some too, but he don't smile. They don't fit.

If you happen to be a "See America First" advocate, reliable information can now be obtained from Harry Diebert who has just returned from a tour which included most of the western states, and Canada.

Walter Capps has returned from a trip, bringing with him some of the most delicious grapes you ever laid a lip over, Thanks, Walter.

Suggestion to B. H. Eaton—Perhaps you had better trade the Buick off for an Austin convertible—Convert it into a suit case and carry in with you, rather than lose your car in a parking station.