

# EDITORIAL

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## To Be Happy

**I**F you have faith, preach it; if you have doubts, bury them; if you have joy, share it; if you have sorrow, bear it. Find the bright side of things and help others to get sight of it also.

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## Your Bit

**T**HE chain store manager who is making a success isn't bothering about the success or failure of the other stores in his chain. He is applying himself to making his own store a success.

There is the secret for every trainman of the Los Angeles Railway.

Consider yourself the proprietor of a business establishment—a street car—and treat every patron in such a manner that you will retain his patronage for your car whenever he rides your way.

It takes time and patience to build up any business, but just as surely as you please your patrons the business on your car will grow. The more business the company gets, the more men it can put back to work.

Let's do our bit towards bringing prosperity.

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## The Cover

**T**HE PICTURE on the cover of this month's Two Bells was taken when Los Angeles was celebrating the advent of the first cable cars, June 8th, 1889.

The photographer was looking north on Spring Street from its intersection with First Street. Almost the entire population of Los Angeles at that time turned out to see the new street cars which were decorated for the occasion.

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*If necessity is the mother of invention she must be worried about having so many children that won't work.*

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*Anent the depression Sam Hill, in The Cincinnati Enquirer, says what the country needs is a buy-cycle.*

*Well, all it has to do is use its try-cycle.*

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*It's the finish that counts. The dessert is remembered long after the soup is forgotten.*

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*More dangerous than a little knowledge is much knowledge of things that are not so.*

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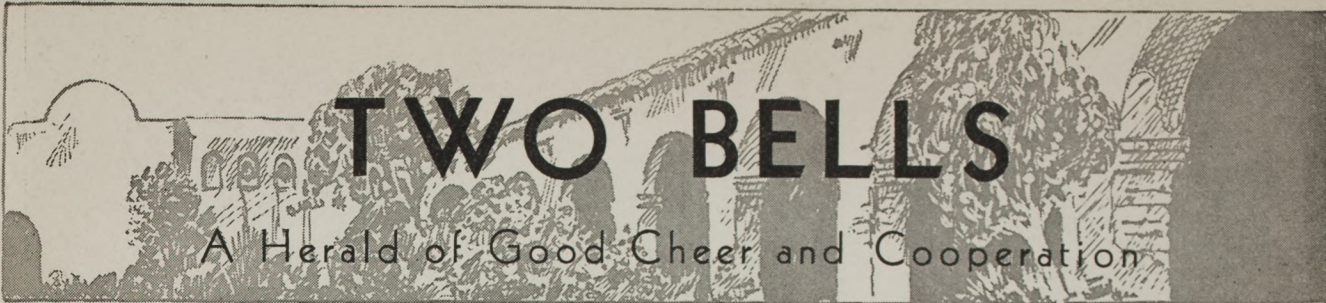
*Service that is given is appreciated more than service that is sold.*

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*Standing on your dignity won't help you to see over the heads of the crowd.*

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*Time is money, provided you don't spend a dollar's worth of time trying to save a penny.*



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JANET C. McNEILL

Publicity Manager and Editor

## Winners and Record of Fifth Safety and Courtesy Contest

The first Safety and Courtesy contest of the new year period, the fifth contest of the series, closed August 31st with eighty-one men as winners. The contest extended from May 1 to August 31, this year. As in the previous four months contest, when eighty men won honors, no group came through without points charged against them.

Here is how the winning groups stacked up on the last day of the contest:

- Division One—Winning Group No. 1, lost 3 points.
- Division Two—Winning Groups No. 2 and No. 4, lost 1 point each.
- Division Three—Winning Group No. 9, lost 1 point.
- Division Four—Winning Group No. 1, lost 3 points.
- Division Five—Winning Group No. 3, lost 1 point.

At the close of the previous contest on April 30th, the winning groups of the different Divisions had the following scores against them: Division One, six points; Division Two, two groups, four points each; Division Three, one point; Division Four, two points; Division Five, one point.

Here are the men who won the honors in the Fifty Safety and Courtesy Contest:

Division One, Group No. 1: Conductors J. R. Sproule, J. H. Stanley, J. C. Haynes, E. Urban, M. S. Thomas; Motormen D. Rogers, F. E. Kimble, D. F. Hodges, J. W. Hile, J. A. Wigrem; Safety Operators, A. C. Beck, I. R. Tilton.

Division Two, Group No. 2: Conductors M. F. Nar, S. E. Merriweather, C. Fisher, J. Hollingsworth, A. G. Richards, E. A. Moxley, N. W. Wagner, S. C. Webster; Motormen E.

C. Secrist, A. E. Holmberg, C. E. Kelley, H. Gant, F. C. Summer, J. C. Robeson, C. H. Engle, R. Van Soest. Group No. 4: Conductors F. W. Baker, R. L. Tobin, F. Habich, F. A. Geel, J. Dennison, O. C. Deniston, K. E. Sloan, C. I. Jones; Motormen A. M. Jones, R. R. Morrow, F. S. Shaffer, J. W. Bond, Lester Strain, H. Dinning, F. V. Dennee.

Division Three, Group 9: Conductors, J. W. Justis, E. M. Cady, F. D. Caldwell, G. C. Rowe, T. Thorson, M. V. Howell, L. A. Barnes, T. E. Shanafelt; Motormen J. R. Trotter, W. Rasmussen, W. J. Critts, C. G. Ficklin, J. T. Edniston, H. E. Neal, O. G. Terrell, W. T. Skinner.

Division Four, Group No. 1: Conductors J. G. Newell, A. A. Goldsmith, H. S. Turner, W. L. Cline, E. T. Smith; Motormen J. Gascon, J. J. West, W. Brotherton, J. R. Deenean, W. H. Roper.

Division Five, Group No. 3: Conductors R. C. Perry, F. A. Keers, J. C. Clarke, A. J. Konecny, T. H. Carey, A. J. Maryhew; Motormen D. McCarthy, B. J. Tieneyer, R. H. Hutchinson, W. C. Callaway, W. Atchison, B. R. Cox.

The following men are repeaters: Conductors Nar, Merriweather, Fisher, Hollingsworth, Richards, Moxley and Wagner of Group 2 and Motormen Jones and Harrow of Group 4, all of Division Two.

In the contest just closed, each man was grouped according to his performance during the previous Safety and Courtesy contest. The men who established the best records were in the top Groups, arranged according to seniority. The last Groups comprised men who had established the poorest records during the previous contest.

Only two No. 1 Groups are numbered among the winning teams. No. 9 Group at Division Three were the winners showing that even though down towards the foot of the class, there is a chance of winning.

## Message From Personnel Department

We have several specialists, whose names do not appear in the Medical Directory, and also some of our regular panel doctors, who have volunteered to extend medical service to members of our organization for their families, giving them the same rate that we enjoy.

Anyone desiring to take advantage of this offer, may do so by applying at the Personnel Department, Room 522, Los Angeles Railway Building, where we will be more than glad to give a letter to the doctor of your choice.

This also applies to hospitalization and ambulance service.

It is our earnest desire to render service to those in need from a medical standpoint, and to all employees whenever possible.

The Personnel Department wishes to thank all employees for the wonderful manner in which they have cooperated.

Superintendent of Personnel.

This is two times in succession that Superintendent Dickey has succeeded in getting two teams in on the banquet. The other Divisions, having memories of the wonderful dinners and good times at previous banquets, are getting inquisitive as to just what his system is.

Arrangements for the banquet to be given by the Management to the winners of the Fifth Safety and Courtesy contest will be announced just as soon as the Fiesta is over and things settle down to the regular routine.

# Eliminating The Red

By J. C. COLLINS

Supt. Meter-Mileage Department

Beginning with the meter report for the last half of July, 1931, we established the number of kwh per cm for the various lines of Division One, Division Two and Division Five.

Correct operation on the part of the men working on these lines should at least equal the mark set—many will far surpass it. These factors may be changed from time to time as the schedule changes.

Under this new system, it should be possible for every man's name to appear in black; there should not be a single name in red.

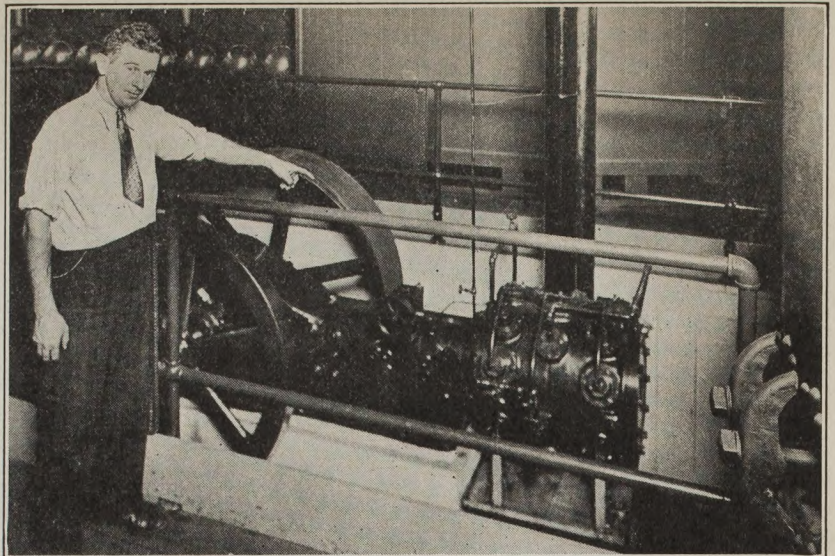
The figures are necessarily set high, because they represent good operation, and a man should not be satisfied with anything other than good operation.

During the time inspectors were on the line, we found by means of a daily analysis that every man was able to equal the kwh per cm set up for the line, but when the instructors left the line, there was a gradual let up on the part of the operators—a tendency to drift back to their old habits. Do not make it necessary for us to put the instructors back on the line to instruct you in what you already know. The meters are on your cars twenty-four hours of the day and indicate not only to you, but to others, the kind of work you are doing.

## Chief Troubles Take Tumble

Discourtesy and Fare and Transfer Trouble took a big tumble in August over July. Discourtesy dropped five points, from 32 in July to 27 in August. Fare and Transfer Trouble dropped eight points over last month, from 45 in July to 37 in August. Starting Too Soon is down two points and Passing Up Passengers is down one point. The total gain over July is six points. Here are the comparative figures.

Classification	Loss or Gain		
	July	Aug.	
Discourtesy	32	27	-5
Fare and transfer trouble	45	37	-8
Starting too soon	13	11	-2
Passing up passengers	7	6	-1
Carrying passengers past stop	5	5	0
Dangerous operation	0	3	3
Short change	12	13	1
Service	2	5	3
Miscellaneous	24	27	3
Totals	140	134	+6



## New Substation In Service

The new Slauson automatic substation is now completed, and is tied into and becomes an integral part of the Los Angeles Railway system. All that remains to be done is the dolling up process, putting in the lawn, shrubs, etc.

This modern substation replaces the old Slauson substation and is the most powerful of all the automatic substations. It consists of a small building, without operators, housing the machines and switchboard. The other equipment is located out of doors to accommodate the 15,000 volt power from the Southern California Edison Company.

The apparatus not only consists of the latest type of mercury arc rectifier, but likewise incorporates the latest features for automatically controlling machines, feeders and high-line switching.

One of the new features is a provision that enables the load dispatcher, who is located about five miles distant, to perform all necessary switching of lines and machines and, in the event of a trolley break, to isolate that trolley section and to observe, by lamp indication, just when the trolley section is ready to be re-energized.

The substation building is of reinforced concrete with Paisley brick facing, trimmed with imitation Travertine marble. When flowers and shrubs are planted, the structure will be quite attractive. During the early evening period the exterior will be illuminated.

This modern unit, with all the latest improvements in mechanical power devices conceived by electrical engineers, marks another step in the progress of the Los Angeles Railway. The new Slauson substation makes the eighth automatic substation to be built by the Company.

The old air compressor in the Truck Shop has been replaced in the last few months by a new and up to the minute air compressor. This compressor serves air under 90 lbs. pressure to all machinery using air in the shops on the north side of 54th Street.

In the picture, H. A. Longway, Foreman of the Truck Shop, is pointing with pride to the new machine. Mr. Longway came to the Los Angeles Railway as Repairman in July, 1917. He hails from Boston, Mass. In July, 1924, he was promoted to his present position as Foreman.

## Sigh of Relief When Fiesta Over

Manager of Transportation R. B. Hill and all his aides, clear down the line, have been very busy people during the Fiesta celebration. They don't wish Los Angeles any harm but they hope she doesn't have any more birthday parties.

For the Pontifical High Mass, which was celebrated at the Coliseum on Sunday, September 6th, 226 extra cars were furnished. Parades on the streets every week day but one during Fiesta week, necessitated streets being cleared and street cars diverted. However, it was all handled efficiently and without mishap, which is a source of satisfaction to the entire company.

## Commendations

Commendations show a small gain: July—50; August—53. The number of men commended at each Division: Division One, 18; Division Two, 19; Division Three, 18; Division Four, 14; Division Five, 8. Division One made the greatest gain in commendations, jumping from 6 in July to 18 in August.

## Division Five Bids For Honors

Division Five reports that they had no accidents, no car changes, no missouts or overages, no shortages in conductors' turn-ins, on Sunday, August 16th.

Their last accident on Saturday, August 15th, occurred at 7:10 P. M. and the first one on Monday, August 17th, occurred at 9:44 A. M.

Their last car change on Saturday, August 15th, was made at 10:21 A. M. and the first car change on Monday, August 17th, was made at 12:12 P. M.

## News Notes

On September 2, the Engineering Department began the raising of the tracks on Rampart Boulevard between Second and Fourth Streets to bring to grade the new Third Street which is being cut through. This will affect the "H" Line.

The crossover on South Main Street just north of Slauson Avenue is being removed as it is not needed since the new terminus has been established at Florence Avenue.

A new crossover was installed at Broadway Place, between Tenth and Main and the old crossover at Broadway between Seventh and Eighth Streets has been taken up. This removes the crossover from the more congested spot.

Since the terminus has been moved to Crenshaw Blvd., the crossover on West 48th Street between Fourth and Fifth Avenues has been removed.

A temporary crossover is being installed on Flower Street south of Third for turn back of "C" Line cars during lowering of grade on Third from Figueroa to Columbia. Right after the Fiesta, the Company will commence removing tracks on Third Street between Figueroa and Columbia.

## Designs Home for Wandering Rods

Before Claude Simmons had his inventive inspiration, the slender welding rods at the Garage had the knack of playing hide-and-seek just at the time when they were needed for a job, but since he put them in their places, things are entirely different. In the photograph will be seen the separate iron pipe containers for holding the various kinds and lengths of aluminum, bronze, Norway iron and nickel steel welding rods.

The bench on which Claude Simmons is working was designed and built by him. It is a steel structure with a fire brick top. A shelf underneath the top of the bench holds asbestos sheets used on jobs where the bench is not required. The whole layout is very simple in design but nevertheless very effective and satisfactory.

## Sheet Metal Shop Moved

The Sheet Metal Shop was moved from the north side of 54th Street, where it has been for a number of years, to the east end of the Carpenter Shop. This facilitates the work on motor coach repairs which form by far the largest portion of the work of the Sheet Metal Shop.

## Recovering

Joe Gordon, Foreman of the Blacksmith Shop, was operated on at the Methodist Hospital some time ago, but had to return for a second operation. He is getting along fine and we hope to have him back with us all sound and well by the last of September.

## New Farebox Car

The old double truck farebox car has been replaced by a Birney car which is fitted with special shelving to carry fareboxes.

## Appreciation

Gratefully acknowledging and thanking you for the flowers and your kind expression of sympathy.

Mrs. Kenner

## Four Slips Though Maintaining Lead

All Divisions brought up their witness per accident average for the month of August over the month of July except Division Four which dropped back .54, although still maintaining the lead over all other Divisions. The total witness average for all Divisions for the month of August is the highest for this year.

Division One has the best witness average for August of any month this year and for the first time this year went over the 5 figure. Their next highest average was in June which showed 4.68 witnesses per accident. Only once during 1930 did Division One get to the 5 figure.

August is the first time this year that Division One has not been found on the lowest rung of the witness ladder. Division Two slipped a foot down and One climbed to second position.

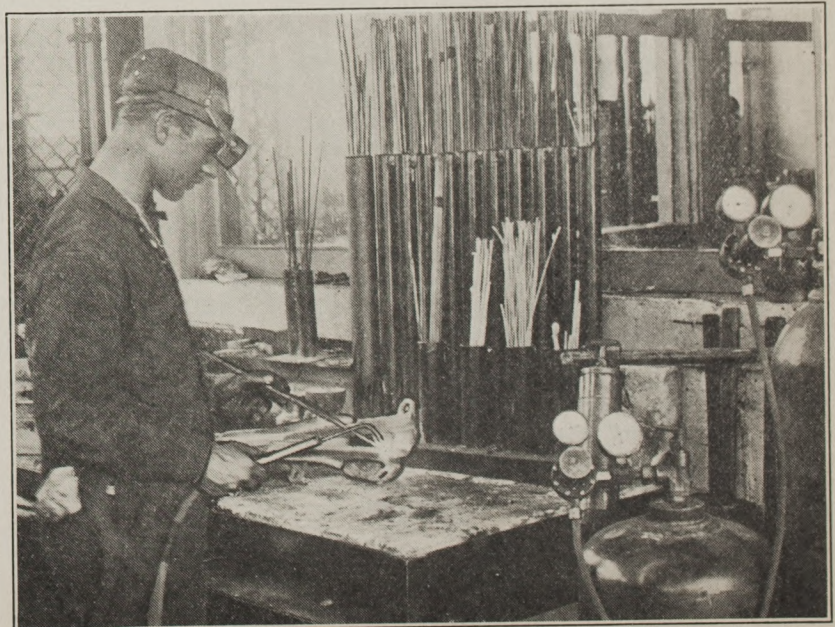
There were 41 more accidents in August than in July which had the best showing of the year.

Comparative witness averages for July and August are as follows:

July	August
Div. 4.....7.38	Div. 4.....6.94
Div. 3.....6.11	Div. 3.....6.50
Div. 5.....5.17	Div. 5.....5.38
Div. 2.....5.07	Div. 1.....5.14
Div. 1.....4.41	Div. 2.....5.11

Total average witness per accident for all Divisions, 5.73 for August; 5.52 for July.

Number of accidents, 1029 for August; 988 for July.



## Street Car Veterans Take Backward Glance

*Backward, turn backward, O time in thy flight;*

*Make me a child again, just for to-night.*

If it were possible, many of us would rather barter our chances of future existence to just again have a taste of those carefree days when all the bustle and hurry of modern times were missing, and life's stream flowed peacefully on without a ripple to mar its surface.

We wonder if the two "youngsters" both of Division Three, whose pictures adorn this page, would ever wish for a return to the good old days when work of course was work but you could take longer to do it and the responsibilities were far less exacting. We'll bet a sugar cookie that they would like to go back even though it was only for a day.

A. Nielson who is pictured on the right served 28 years in the street car game back in Kansas City and thus far has given the Los Angeles Railway 12 years and more of efficient service. That is forty years and more.

W. S. Rice, on the left, in this article Nielson's co-partner in crime as it were, began his nickel grabbing and transfer collecting back in Philadelphia in October, 1888, remained there until March, 1918, then in May, 1918 donned the LARY colors and has "hit the ball" steadily ever since. That's 43 years and in appearance and action he's still a youngster.

Nielson says that when he went to work in Kansas City his spirits were high, but his funds low, and having invested practically all his worldly treasure in a Prince Albert, which was to him a bargain, he performed his duties as head man on a mule car for over two months garbed in this manner, and many comments from his patrons were forthcoming because of this. That suit was one of the high lights of his early street car days, but clothes did not count when there were wrinkles in the old abdomen that needed filling out. From the mule cars he graduated to the jigger type, side running board and everything, but the street car management kept up the styles and better equipment was furnished as time went on. The biggest thrill Nielson claims he got was from the actions of the mules when he was following them around in his first street car days. When the last car out had discharged all its passengers, the mules were moved around to the opposite end and they knew it was home, sweet home and acted like a pair of race horses until they pulled into the



W. S. Rice

A. Nielson

car house. When the mules were taken off in favor of electric cars their buyer had one heck of a time getting them away from the right of way, they seemed to know that their sleepy days were over, and from that time on it meant nothing else but work.

W. S. Rice hails from Philadelphia, and in 1888 that street car company acquired a youngster that "stuck around" 29 and one-half years, 10 of which were spent as a Supervisor. Aside, from bucking sleet and snow in the winter time and trying to keep cool in the summer Rice says his work was just ordinary and compared favorably with the work on our system.

Both men spiritually, morally and physically are 100 per cent and expect to round out many more years of contented street car work on the LARY property.

## Price Gets High Office

Leonard Price, Conductor at Division One, was unanimously elected Vice Commander of the Seventeenth District, American Legion, at the recent convention at Long Beach. The Seventeenth District includes all the incorporated area of Los Angeles in which there are 48 American Legion Posts with a total membership of 8250 ex-service men.

The newly elected State and District officers were inducted into office by Past National Commander John R. Quinn, the ceremonies taking place in the convention auditorium.

## Miss Snyder Weds

Miss Blanche Snyder, daughter of Chief Supervisor W. H. Snyder, was married on Sunday, August 16th, to Lloyd D. Peticolas, heating and ventilating engineer with the Thomas B. Haverty Company. The ceremony, which was a very charming one, took place at the University Christian Church.

Miss Snyder, who is a native daughter and graduate of Manual Arts High School, for several years acted as secretary for the city Councilmen. Among the many wedding presents to this popular young lady, was a complete set of fine table glasses from the city council of Los Angeles.

## Veterans Club

The Los Angeles Railway Veterans Club of ex-service men are working to organize a Drill Patrol, with a team at each Division, and members interested are asked to hand their names to their Department Commander.

The following appointments of Department Commanders have been made: Division Four, L. L. Leasman; Shops, M. Wassell. Applications for membership are coming in fast and insure a large class for initiation at the next meeting which will be held in the Auditorium of Patriotic Hall the latter part of October.

## Square and Compass Club

On Saturday night, September 19th, the first meeting of the Square and Compass Club since June will be held. Three daughters of members of the Square and Compass Club will be initiated into membership of Bethel No. 36. This Bethel will be special guest of the Club on that evening.

Immediately after the initiation ceremony, artists from R. K. O. circuit will furnish a program of entertainment. Light refreshments will be served in the banquet room.

## Standing of Divisions For August

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

Division	Loss of		Loss of	
	Motormen	Courtesy Conductors	Motormen	Safety Conductors
One	0	1	9	0
Two	4	1	18	2
Three	0	3	29	2
Four	0	2	20	1
Five	0	2	10	1
Totals	4	9	86	6

# Romance of The Rails

By EDWIN L. LEWIS  
(18th Installment)

In 1888 William H. Burkhart applied for a franchise to operate a horse street railway line on Mateo Street, from Palmetto to Eighth Street, and on Santa Fe Avenue from Ninth to Twenty-third Street. Nothing in the records show why this franchise did not cover the distance from Eighth and Mateo Streets to Ninth and Santa Fe Avenue. Burkhart secured financial backing, probably from the real estate holders in the locality, and started operating his line from Santa Fe Station to Seventh Street in May, 1888. The records do not show the issuance of any franchise to operate cars on Santa Fe Avenue north of Palmetto Street until several years later.

Franchises were secured in 1891, 1894 and 1897, extending the operation of the line continuously from First Street via Santa Fe Avenue, private right-of-way, Mateo Street, Ninth Street, and Santa Fe Avenue to Twenty-fifth Street; horse cars being used to Ninth Street and steam dummy line the balance of the distance.

In 1896 Abbott Kinney, who had loaned some money to the company, foreclosed and took possession of the line, rehabilitated it and started more regular operation, continuing the steam dummy operation south of Ninth Street—Burkhart supervising the whole.

In 1898 Mr. H. E. Huntington purchased the line and immediately turned the operation over to the Los Angeles Railway organization, Mr. Burkhart continuing to operate the steam dummy line for the Company. He had become an inveterate street car operator and operated the Hollywood Steam Dummy Line for quite a number of years. He also was connected with the Ostrich Farm Railway, and had a hand in securing the franchise for, and building the horse car line from the Plaza out Sunset Boulevard to Echo Park Avenue.

It is related of Burkhart that he was always on the lookout for rails and ties that could be secured for a nominal sum, and would carry them down to the end of his Santa Fe Avenue Line and lay them down in the street and in this way extend his franchise beyond the point he was legally entitled to go. It is not known just where this southern terminus was when the Line was finally transferred to the Los Angeles Railway in 1899. Soon after acquiring the Line, however, horse car operation was extended to the southern terminus and Burkhart was sent to operate the

Cummings Street Line from First Street down to Boyle Avenue and Stephenson Avenue. This he continued to do until the Line was electricized a year or more later.

On April 2, 1901, Burkhart again took up steam dummy line operation on Santa Fe Avenue from Ninth Street to south city boundary, and continued until the Line was electricized in 1906. The last horse car was operated on the Line April 2, 1901, and at that time electric operation was started from First to Ninth Streets.



Revoe Slocum

Revoe Slocum, son of Robert Slocum of the Fender Department of South Park Shops, is a very fortunate boy. Through study and hard work, he won the Sparton Radio scholarship award for California. This entitles him to a world tour, expenses paid.

He crossed the Atlantic on S. S. Leviathan and will tour France, England, Italy, Switzerland, Holland, Germany and Belgium. Revoe is a student of Bret Harte Junior High School where he has won high honors in his studies.

## Going and Coming

Ben Schupp, Purchasing Agent, with Mrs. Schupp, spent their vacation at Lake Tahoe and vicinity and report a wonderful time.

B. H. Eaton, Engineer of Way and Structures, spent part of his vacation on the home ranch in Owens Valley and part on his boat in Catalina waters.

Paymaster George Lane left on August 29th by boat for Vancouver, B. C. He was accompanied by Mrs. Lane. This is the first vacation the Lanes have had in many years owing to illness in the family.



# BIRTHS

Conductor C. G. Ronnie of Division Four proudly announces the arrival of a handsome eight and one-half pound boy. They have named him Arthur William. We are glad to hear mother and baby are doing finely and extend our heartiest best wishes.

\* \* \*

G. H. Burroughs of the Motor Coach Division reports the arrival of a baby girl at his home August 13th. She weighed almost nine pounds. Her name is Carol Louise.

\* \* \*

No cigars were passed around but Motorman B. "Red" Briggs of Division Two announces that he is now "Grandpa", his daughter bestowing this title on him on the tenth of August.

\* \* \*

Conductor E. V. Kennedy, of Division Two, was surprised to find that he was the proud father of twins born the eighth of August. Elsie Rosa and Leslie Vernon are doing nicely as is the mother.

\* \* \*

A. P. Broyles, conductor of Division Two, announces the arrival of James Allan on the eleventh of August. This is the first child and all concerned are happy and doing well.

\* \* \*

Motorman M. E. Dally of Division Five, is the proud daddy of a baby girl, tipping the scales at seven pounds and ten ounces, the date of arrival being July 13th. Both mother and little Kathleen Marie are doing fine. Congratulations Mr. and Mrs. Dally and thanks for the cigars.

\* \* \*

August 6th was a happy day for Conductor L. B. Blackmer of Division Five, his wife having presented him with a bouncing baby girl, named Jean Marie. Congratulations Mr. and Mrs. Blackmer.

\* \* \*

Roy L. Taunton, Way and Structure Department, is the proud daddy of a seven pound, ten ounce girl, born August 23, 1931. The little miss bears the name of Janice Marie Taunton. Mother and baby doing fine.

\* \* \*

Motorman "What-a-man" E. U. Butcher of Division Five is sure keeping his wife busy sewing buttons on his vest. And why shouldn't she. He's grandpa to a nine pound baby boy.

# Los Angeles Railway Picture Gallery



Vera Marie enjoys having her picture taken and does not have to be told to smile. She is the daughter of Walter Born of the Medical Division of the Personnel Department.



Roy, seven, and Betty, nine, children of Motorman E. E. Mueller of Division Two.



This little miss with her dolly is Ernece Rae, age two years, daughter of Clarence C. Fischer of the Auditing Department.



If you have any wild horses to ride, bring 'em on. This bold cowboy is Earl Edward, three year old son of Conductor G. E. O'Bar of Division Three.



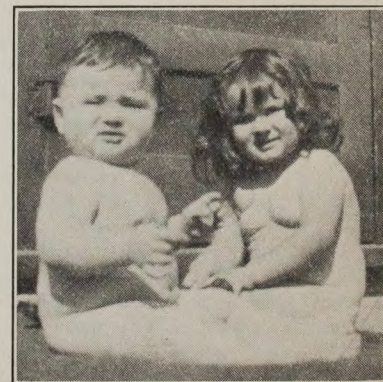
"We love the cows and chickens so this is the life" might be said of Conductor and Mrs. F. E. Sparks of Division Three, who are ranching on a large scale on a small plot out in Arcadia. In this picture they are both admiring their spring crop of wild ducks which are being mothered by the family settin' hen. Don't crowd boys when these babies are ripe for market, and Sparks says that already he is preparing for next season's supply on a much larger scale. Chickens, eggs and prize gladiolus are also on the list of supplies on hand and the beautiful basket of flowers that was on display at our last meeting was presented by Mr. and Mrs. Sparks. It certainly would surprise one to hear Sparks rattle off the technical names for his flowers and other accessories but we have a pretty good idea that he is coached quite extensively and thoroughly by the little lady that bears his name.



Just learning to stand up straight is Georgia Gertrude, age seven and one-half months, daughter of Conductor Harper of Division Three.



Ernestine Ann, six months old daughter of E. E. Mueller, Motorman of Division Two.



James, ten months, and Janet, three years, children of Conductor C. A. Jenks of Division Two.

## Chess Champ



George Goehler

The Motor Coach Department has a real chess player in the person of George Goehler. Mr. Goehler won the District Championship this last season which allowed him to play in the State finals. At present he is being backed by the Beverly Hills Chess Club for a feature match with Mr. Croy, a champion of the Los Angeles Chess Club. He will also play for the Southern California Championship this October.

## Vacationists

S. J. Beals, District Chief Supervisor, and Mrs. Beals, spent their vacation fishing and hiking around June Lake in the High Sierras. Incidentally, S. J. brought back some good trout stories.

A. H. Warren, District Chief Supervisor, and family, spent some time at Huntington Lake, then drove across the Nevada line, visiting several points in that state.

M. E. Morris, Dispatcher, drove north on his vacation, to find some real salmon fishing in the Columbia River.

Supervisor Walter P. Perry went back east for his vacation. He drove through to Tennessee to attend a family reunion. He has not seen his people for fifteen years.

Supervisor H. M. Farr took advantage of his vacation to drive back to see his folks in his old home state of Missouri.

Chief Dispatcher Jim Bodley reports the best vacation he ever had. He fished, hiked and hunted up around Big Bear.

Carl Gutneck, Traffic Man, with his wife, drove east to visit his mother in Chicago.

George Moore, Traffic Man, spent the last two weeks in August vacationing.

Traffic Man H. J. Burke also took the last two weeks in August for his vacation.



The gentleman holding the large catch of fish is none other than Motorman Pete Mitchell of Division Three. The picture was taken in Yosemite National Park.

## Wienie Bake

Over fifty people from Garage Department families gathered at Dean Ovard's cabin at Surfside Beach Saturday eve, August 22nd, for a swim and "wienie" bake.

The party broke up at a late hour with everyone exhausted from playing games, over-eating and laughter. Dick Starling after 15½ miles of practice won the sand ski championship.



## LARY LAFFS

"What shall I do with this unsightly heap of rubbish, Pat?"

"Dig a hole and bury it."

"Ah, yes, but what am I to do with the dirt I dig out of the hole?"

"Well, sir, I would advise you to dig a hole big enough for the whole of it."

"Isn't that man wonderful! Why, he can actually make one feel hot or cold, happy or sad, at his slightest will."

"That's nothing at all. Our janitor can do that!"

"The horse you sold me last week is a fine animal, but I can't get him to hold his head up."

"Oh, it's because of his pride. He'll hold it up as soon as he's paid for."

"Do you know of a fellow down your way with one leg named Oliver?"

"I'm not sure," returned the other doubtfully. "What's the name of the other leg?"

A tourist was enjoying the wonders of California, as pointed out by a native.

"What a beautiful grapefruit!" he said, as they passed through a grove of citrus trees.

"Oh, those lemons are a bit small, owing to a comparatively bad season," explained the Californian.

"And what are those enormous blossoms?" asked the tourist.

"Just a patch of dandelions," said the Californian.

Presently they reached the Sacramento River.

"Ah," said the tourist, grasping the idea, "Somebody's radiator is leaking."

The somewhat pompous head of a large department store was passing through the packing room one day when he saw a boy lounging against a wood box, whistling cheerfully. The chief stopped and looked at him.

"How much do you get a week?" he barked.

"Five dollars."

"Then here's a week's pay—get out."

When the boy had departed the boss turned to one of his subordinates.

"When did we hire that boy?" he demanded.

"We never hired him" came the astonishing answer. "He just brought in a package from another firm."

Chinaman: "You please tell me where is a railroad depot?"

Citizen: "What's the matter, John—you lost?"

Chinaman: "No, me here. Depot lost."

Mistress—"Goodness, Jane, where is the telephone?"

Jane—"Mrs. Wilson sent over asking if she could use it, so I sent it across, but I had an awful job to get it off the wall."

"Did you say the professor was absent-minded?"

"Absent-minded! Why, he read an erroneous account of his death in a newspaper and sent himself a wreath!"

We were always sorry for that lad who spent his last dollar for a bottle of Listerine and a cake of Lifebuoy—only to find he was unpopular anyhow.

Boss to Porter: "Sam, I hear you're father of triplets. You should be thankful. God surely smiled on your family."

Porter: "Boss, I is thankful. I se thankful that He didn't laugh out loud."

Columbus was some prophet.

How's that?

When he discovered America he shouted, "I see dry land."





## BOUQUETS

For (1) W. L. Greenwood of Division Four from Thomas W. Murphy for extremely smooth operation of his car.

For (2) Conductor T. Thoreson of Division Three from Mrs. G. Cook for lending her fare from Inglewood when she forgot her purse.

For (3) Conductor S. R. Leckey of Division Three from Mrs. Freda Bills who says: "He is the most polite and considerate conductor that I have met."

For (4) Conductor R. Lightfoot of Division Two from Mrs. Thomas F. Boyle for lending her car fare when she had left her coin purse at home.

For (5) Conductor L. L. Rentch of Division One from Luella A. Eaton who said she found herself without car fare and would have had to walk home had it not been for the courtesy of Conductor Rentch.

For (6) Conductor E. W. Park of Division Two from Otto G. Suess of the United States Internal Revenue Department who said he had a seat next the conductor on his way to town and wrote: "Now this young man deserves much credit for the nice way in which he handles the people."

For (7) Conductor G. F. Young of Division Four from Miss Pearl Schriener for courtesy to all passengers and for his genial manner.

For (8) Conductor C. H. Deane of Division Three from Chester Foster Rand who states he has had many years experience dealing with the public, and rides the cars very often.

For (9) Motorman A. H. Peterson of Division Two from Mrs. E. M. Cruze who says: "While I was riding on one of your cars I noticed one of your men, Motorman 323. He is very courteous to his passengers, a careful driver, and pays strict attention to his duty."

For (10) Conductor Eli Fred Pults of Division Three from John J. Ledwell who wrote: "I am very hard of hearing and boarded a 'W' car in charge of Conductor 2250. He was very courteous to me."

For (11) Conductor L. J. Polansky of Division Three from G. G. Johnson who said that for the first time he had seen a conductor ask a mother to hold her baby on her lap to allow a middle aged woman to sit down. He said that Conductor Polansky had done this in a very gentle and courteous way.

For (12) Conductor J. M. Crane of Division Five from Alice L. Wardwell for being especially courteous.

For (13) Conductor J. M. Hunsaker and (14) Motorman C. N. McMullen, both of Division One, from Mrs. Maude Wright as follows: "I clean offices all night and must look unpleasant, but these boys are kind and thoughtful."

For (15) Conductor W. P. Trabue of Division Three from Harry Stephenson who inferred that perhaps he might still be walking had it not been for the courtesy of Conductor Trabue.

For (16) Motorman W. A. Bray of Division Four from Miss Adra Jarvis who says this motorman has always been very courteous to herself and to other passengers.

For (17) Conductor C. C. Ditter of Division Four from Edward Crumley who says this young man is ever watchful and polite—one hundred per cent.

For (18) Conductor D. W. Ryan of Division Five from Clair Smith for courtesy, reliability and efficiency.

For (19) Motorman E. C. Parsons of Division Two from Mrs. C. Prettyman who says: "Let me commend Motorman 1149 for watchfulness and courtesy."

For (20) Motorman W. H. Wicker of Division Five from J. A. Varniswald who wrote in part: "His prompt action saved the lives of some of the motorists, a severe traffic tie-up and damage to your street car."

For (21) Conductor E. V. Muckey of Division Four from Nurse Miriam Jean Rollins for thoughtfully giving his stool to a lame woman when all the seats on his car were taken.

For (22) Conductor O. A. Croxdale of Division Two from Carl J. Miller for unusual thoughtfulness and care in directing him how and where to transfer to make the quickest time to his destination.

For (23) Conductor D. S. Timmons of Division Two from Mae Johnson for being very courteous and considerate in assisting passengers on and off the car, and for his pleasant manner in answering their questions.

For (24) Conductor F. Skarda of Division Five from Mrs. Otto Fenske for considerateness in helping passengers on and off the car.

For (25) Conductor W. G. Brooks of Division Four from Lillian Bulpin. Miss Bulpin said she wished there were more men on the cars like him—the kind that can sing and smile along the way and help folks at the same time.

For (26) Conductor F. H. Duncan of Division Two from Mrs. Raoul Hanks for kindness and consideration shown to her seven year old son.

For (27) Conductor B. M. Deane of Division One from Mae Brundage who left her purse on the coach when she transferred to his car. Later he recovered her purse and turned it in at the Division where she called for it and left the money to reimburse this conductor. She also left a note for him expressing her warmest thanks for his kindness to her.

For (28) Conductor C. S. Murphy of Division Two from Miss Coral Ellett who wrote: "He kindly helped an elderly man from the car, and then piloted him across the street onto the sidewalk."

For (29) Conductor J. L. Huffine of Division Five from Mrs. Otto Fenske for considerateness and helpfulness to herself and others.

For (30) Motorman G. W. Leslie of Division One from Frank B. Henney who lost his brief case containing important business papers from his car as he drove to his office. Conductor Leslie found the case and returned it.

For (31) Conductor Francis Donnelly of Division Two, and (32) Motorman L. R. Spencer of Division One, from Mrs. Catherine Van Vleet who says she has used our cars for nearly twenty-four years and has found much courtesy from the men and very, very seldom any other treatment. Mrs. Van Vleet commends Conductor Donnelly for uniform attentiveness to all passengers and for courtesy. Motorman Spencer considerably held his car for her late one night when she was running to catch it, which was much appreciated.

For (33) Motorman J. M. Hoffman and (34) Conductor G. E. Jolly, both of Division Four, from Mrs. Dell C. Hawksford for special courtesies extended to her late at night.

Conductor Jolly is also commended by S. Berger for his courtesy.

For (35) Conductor A. McKenzie of Division Four from Mrs. S. A. Bruce who writes: "He seems to be so patient with the passengers it is a pleasure to ride on his car."

For (36) Conductor F. A. Burke of Division Four from Mrs. Montgomery for holding the car for her when he saw her running to catch it. She also says: "He is very pleasant and polite to everybody; most of all he helps older people on and off the car."

For (37) Motorman E. E. Swartz of Division Four from Miss Warner who was very high in her praise.

Motorman Swartz was also highly commended by Dr. George Martin Towle for courteously stopping his car on the far side of the street for a crippled woman who had been unable to reach the front of the car in time.

For (38) Motorman H. Dinning, Jr. of Division Two from William J. Gibbons for considerably slowing up the car for him when he was late for it.

For (39) Conductor A. O. Johnson of Division Two from Fred A. Howell of the Installation Department of the Pacific Telephone and Telegraph Company, in connection with an accident. Mr. Howell writes: "The fact that

your man got off the car and assisted an old man who had been knocked down by an automobile going south, and rendered kindly and needed assistance to the victim appealed to me as worthy of the time it takes to write a letter."

For (40) Conductor T. V. Maitland and (41) Conductor L. E. Thompson, both of Division Three from William Abernathy of Chicago, who wrote: "We especially feel under obligations to Conductors 1838 and 2944 for giving us kind information to different parts of your city."

Conductor Maitland received the following bouquet from Mrs. George Brown: "I sat watching how he handled his patrons, he seemed to have a way, working with so much ease and efficiency, and was always kind and courteous to everyone."

For (42) Conductor J. R. Dean of Division Five from Mrs. E. Davis for having the courage to go through the car asking women to give up seats occupied by children for whom they had not paid fare, thereby permitting tired business people to sit down.

For (43) Conductor T. R. Latham of Division Two from Miss J. Johnson for "his kind attention, his conduct and ability."

For (44) Conductor K. E. Sloan of Division Two from Miss Hinda Gould for unhesitatingly offering her a token with which to pay her fare when she boarded his car some distance from her home and found she was without any money.

For (45) Conductor L. D. Massingham of Division Three from Mrs. C. Hartfeld who wrote: "He was certainly one of the most courteous and attentive of any I have seen on your cars."

For (46) Conductor J. C. Rainey of Division Five from E. E. Wilke for his quick action and watchfulness in preventing a pedestrian from possible serious injury.

For (47) Motorman J. A. Gates of Division Five from Robert Thompson for his kindly assistance to a crippled, elderly lady.

For (48) Conductor W. H. Morgan of Division Five from S. L. Massengill who wrote: "I have noticed him quite a few mornings and have yet failed to see him when he was not cheerful and pleasant."

For (49) Conductor H. O'Neill of Division Four from Miss Cornelia Otten for being a model of courtesy and consideration.

For (50) Conductor G. H. Drinkwater of Division Five from Mrs. M. Diener for patiently and willingly helping an elderly woman on the car.

## DIVISION ASSIGNMENTS

To Division One: Conductor J. T. Middleton.

To Division Three: Motormen E. Hall, E. E. Page, F. E. Waters, and A. C. Chumbley; Conductor O. E. Sears.

To Division Four: Conductor H. S. Mink.

To Division Five: Motormen J. L. Settles and J. Matula; Conductor A. W. Goley.



## Division One

H. N. COLE

Forty-eight days for Motorman C. T. Watts and far away old North Carolina is a dandy place to spend it. That's where he has gone.

Oklahoma is the present stamping ground for Conductor R. L. Edwards and will be for the next forty-eight days.

Business in New York called Conductor H. R. Lee away. He will be away for thirty days.

Motorman Frank Johnson spent two weeks painting his house during this, the vacation month.

With a little business to transact and a little recreation needed, Motorman L. G. Nethersole was away for a week.

Conductor L. Newton is spending thirty days visiting relatives in Kansas.

Motorman A. Mariscal is taking a month off.

Motorman C. Culver is staying home for thirty days.

Motorman J. A. Delaney took ten days to drive to San Francisco.

Motorman R. H. Warren is spending twenty-five days at Lake Arrowhead.

Motorman J. B. Thompson rested up for seven days and called it a vacation.

Conductor E. R. Tomlin rested up for fourteen days.

Conductor J. N. Merritt didn't show up for ten days, so the checker games were at a standstill.

Conductor C. J. Groth spent a week at Newport Beach.

Conductor J. O. McArthur is taking a month's leave of absence. He will take a trip and spend part of the time fixing up a new home he recently purchased.

Safety Operator B. S. Hopkins is staying home for a few weeks. Short trips seem to be in order.

Conductor A. A. Lithgow is taking three weeks off. He will specialize in short trips.

Motorman A. H. Middleton will spend a week making short trips.

Motorman P. R. Caldwell is taking ten days off to visit San Francisco.

Real efficiency asserts itself, even sometimes if it is a little premature, as in the case of Conductor M. B. Stewart. As he was approaching a heavy intersection he drew a deep breath preparatory to announcing the street, but instead of calling the street, he shouted, "All aboard. Both sides please."

Motorman Nate Robinson had been to the Central Station to post a letter and as he was leaving he met a lady laden with suit cases and bundles. "Here, porter, you are just in time," said the lady. Nate declined with thanks. He says in the future he will not wear a blue shirt to the Central Station.

It is reported that Conductor E. Yohler furnishes the best and biggest fish story of the season. Yohler and his chum, Conductor Watson, recently spent a week at Catalina, and although there are no witnesses to corroborate the story, we firmly believe Yohler when he tells us that he caught and landed a sword fish weighing one hundred and fifty-seven pounds.

If all conductors were as enthusiastic over free-wheeling, or rather the saving of power as is Conductor C. B. Haggard, the consumption would be reduced to a minimum in a short time. His motorman, L. G. Nethersole, says he is run ragged by Haggard if he uses a point or two more than he should, and already through the efforts of his conductor, he has reduced his consumption from twenty-five watts to sixteen, in some instances.

As was expected, in the recent line choice on the "R" Line, Motorman C. N. McMullin and Conductor J. M. Hunsaker bestowed their choice on the Owl again. This crew has been working the Owl so long that the oldest inhabitant can't remember their ever working anywhere else.

It is with deep regret that Motorman A. P. Bradshaw lost his conductor, M. W. Burnan, at the last shake-up. According to Bradshaw, he was not only a good conductor but he has a splendid voice and a natural talent for singing. Bradshaw was making an effort to get him on the air, but his new motorman, L. M. Braucht, will have to look out for him now.

Vacation business is good. L. C. Cummings left on August 10th for a hunting trip, to be away thirty days.

Twenty-six days pass away slowly when on duty, but Safety Operator I. R. Tilton says his twenty-six day vacation, which he spent at home, passed away very rapidly.

Out of twenty days leave of absence, Conductor Jack Boem spent a week at Catalina. No casualties were reported so it is presumed he had a good time and all that.

Conductor E. D. Avila and his motorman, W. O'Hern, were off for two weeks during the month. No report as to how they spent their vacation but it is safe to say they stuck together as closely as they have in the past.

It took Switchman C. A. Hill just twenty-eight days to tour certain parts of the country and he is back and feeling fine.

Motormen N. J. Tiss and C. L. Knarreborg were absent from duty for ten days during the month. Resting up for the rush maybe.

Thirty days in Texas for Conductor D. F. McGaughey, and sixty days in Idaho for Motorman J. H. Schrader. Pretty soft for some folks.

At this writing, Foreman J. B. Lair is away on his vacation.

According to the records, Motorman C. M. Long was off hunting for seven days. It is not reported what he found.

On August 3rd Motorman G. W. Bridger left for some point in Michigan to be away for thirty-five days.



## Division Two

H. F. NELSON

Conductor E. C. Peak, who injured his hand some while back, is now flagging nights on South Broadway where they are lowering the track.

It's nice to be from Missouri, according to J. L. Zellers, who just returned from a ninety day leave of absence spent there and Canada, but it's not such a good place to go back to. He enjoyed his trip very much, but was glad to return to Los Angeles and back to the job.

Clerk C. F. Paine traded in his ancient Chevrolet on a Buick Master Six, and has been quite busy seeing some of the country he had missed in the old car.

Chester Holmberg, son of Motorman A. E. Holmberg, left August 14th on the Dollar Liner President Wilson from San Francisco. He is bound for Honolulu, then on to China, Japan, Manila, New York and back via the Panama Canal. Will reach Los Angeles Harbor on October 9th. He is working as a Cadet and was quite thrilled with the idea of seeing some of the world and getting paid for it besides.

Conductor J. J. Buono and his family are enjoying two weeks in San Francisco, visiting friends and taking in the sights.

Conductor Ed Bailey is again back to work after spending two weeks on the sick list due to being struck by a bicycle at Division One. Received a nasty wound on his shin which took some time to heal.

Motorman O. Daniels and family returned from Yosemite where they spent two weeks resting up.

Motorman Fred Jorgenson is the latest member of the "Gummy Club" presided over by Conductors Slaughter and Taylor.

Conductor T. O. Latham spent two weeks at Lake Arrowhead resting up for the coming Fiesta.

The vacation of Foreman J. A. Madigan is now over. He has been entertaining a young friend from New York and was "rarin'" to go the day his vacation started, but old "Whoopie" thought differently, so she took a rest with a broken crank shaft for a few days. Later when she was all fixed up Jim took the family to San Diego for a three day trip, a day at Catalina and a trip to Mount Lowe, to say nothing of numerous trips to the beaches and other places of interest.

Meet Motorman Todd the Champion Fender man. The other night when he was pulling in he spied a broken fender laying on the curb and thinking here was a chance to add ten credits to his record, he loaded the fender onto the car and started for the Car House. The switchman informed him that the fender belonged to the P. E. and he did not know just how he would be able to get it to the P. E. yards, but that he would

see that Todd would not have to return it to the place where he picked it up.

Conductor V. L. Fields took advantage of the low rail rates at the present time and is spending several weeks in and around Denver, seeing everything there is to see on the way there and back.

Motorman E. H. Mohler returned to work after a nice long trip back to Iowa. Reports a good time and no trouble except a couple of blowouts, which he expected on a trip of that length.

Motorman J. W. Ray is back again to a nice clean looking city after spending thirty days in and around Chicago. He also visited St. Louis and Kansas City and hands the prize to Los Angeles for well dressed trainmen. Says the other cities could learn a lot by looking things over here.

Cards have been received from Conductor H. A. Chaudoir. He is enjoying himself in Sawyer, Wisconsin. Says the fish are biting good and the "ole swimmin' hole" is just as good as ever.

Received a letter from Motorman C. H. Engle from Delaware saying it was great to be back there visiting but was sure glad that he was going to return to Los Angeles to live. The new Buick had not caused him a bit of trouble and they were going to leave there the fifteenth of August, go to Buffalo to see the Falls and then back home via Yellowstone National Park.

Motorman G. Lawrence is recuperating from an operation and expects to be back to work soon.

Motorman R. Van Soest injured his back while spending his vacation at the "Eagle's Nest" in Bear Canyon. He and Conductor Shewmaker were moving some rock closer to the cabin when the wheelbarrow ran over Van and almost covered him up with rock. He spent about a week in bed and as soon as it was possible they brought him back home. Expects to be back to work in a week or so.

Motorman D. Cuthbert injured his leg when he stepped off the curb to get on his car. He has been laid up for about three weeks and is still slow in getting around.

Motorman J. P. Miller and family spent Sunday the twenty-third visiting old friends near Lancaster, where J. P. tried farming for about a year. They enjoyed a nice watermelon feed and finished up on good fresh milk. J. P. managed to bag four good sized rabbits which he distributed among some of the boys.

Motorman L. Strain and Conductors L. Shelley and W. A. Fowler spent a week at Pismo Beach with L. F. Van Zile who is spending some time there.

Can anyone enlighten us as to why the long lost look on the face of Motorman L. Liff. He has been making numerous trips to the beach this summer, perhaps his mermaid has departed for Southern waters for the winter.

## Sales and Trades

For Sale or Trade 160 Acres in Mendocino County near Laytonville. Will trade for \$1600 equity in small home. L. A. Railway Building, Station 61.

For Sale: Six Room House, 662 So. Indiana Street. George E. Campbell, 806 L. A. Railway Building.



## Division Three

L. VOLNER

As the vacation period is nearing a close, many of our men are returning to duty much refreshed by their outings, and ready for a busy fall and winter.

Foreman R. W. Reid and family are back from their regular visits to Cayucas, where they spent two weeks fishing and resting. Mr. Reid is now in his new home which has just been completed in Eagle Rock City.

After having spent several weeks on a trip through the south, Conductor R. V. Disbrow has returned, but he says it took six tires to get here on account of encountering such rough roads.

Motorman J. T. Edmiston and family have returned from a visit to his old home in Arkansas. Mr. Edmiston visited many places in the Ozark Mountains.

Motorman H. T. Parks and son have returned from an extended visit to eastern points, visiting his old home and many other places. Mr. Parks got back just in time to get locked in when the United States National Bank closed its doors. He was in the bank at Daley and North Broadway to deposit a check which had come while he was away, and had gone back to his safety deposit box when the doors closed, after being thus detained for about an hour, they turned him loose.

Our Superintendent, George E. Ferguson, took his two weeks vacation during the past month. The first week was spent at Big Pines, and the other at home, just taking a genuine good rest. He was very much pleased with a visit of an old college chum from the Ozark Hills, a man he had played and worked with years ago.

Conductor L. A. Barnes spent ten days at Hermosa fishing, and otherwise enjoying himself.

After a month's visit with relatives in Idaho, Motorman A. Bauman and family have returned, and Mr. Bauman is back on the job.

Motorman I. D. Mann spent several days at the beaches in company with his son. On one of his trips down near San Pedro, while he and the boy were in bathing, a sneak thief made away with I. D.'s trousers which were lying on the beach, and purloined his wallet containing his pass, money, etc., also the keys to his automobile, some say Mr. Mann had to walk home as he had chained and locked his car to a telephone pole and of course could not get it loosened.

What do you think, Conductor I. E. Gott took a fishing trip without his old side-kick, Ex-conductor M. S. Fury. Ira has other duties to perform now, and therefore was accompanied by his wife and son. They were up near Santa Ana camping and fishing and could have had a perfect outing had it not been for the arrival of a bull on the scene. When the unwelcome guest arrived, Mrs. Gott and son managed to get into the auto, but Ira could not make it and hid out in the tent. After sniffing and walking through

the camp, the bull left, much to the relief of the family. Not to be left out entirely, Mr. Fury took a little fishing trip of his own up to the North Fork of the San Gabriel River where he caught a few fish. But don't worry Mr. Fury, perhaps Ira can slip away a little later and accompany you on another trip.

Having a few days off duty, Conductor C. Lange and son boarded an "E" car in Eagle Rock, riding to Hawthorne, where they caught a red car to Redondo and went out on a barge. They soon landed all the fish they wanted and were back home in a few hours.

Motorman H. I. Blevins has resigned, and is now running the pool room at 28th and Dayton.

For fifteen days Conductor R. H. Gamble and family are camping at Big Bear and surrounding mountains.

Conductor E. Cox and family have returned from their old home in Illinois.

First it is trout, and then it is deer season. Quite a number of the boys at this Division are getting the old gun oiled up and naturally expect to supply everybody with venison in the near future.

Motorman M. L. Moore is travelling around on a pair of crutches these days on account of tangeling up with a fender at Rimpau terminal.

Conductor F. S. Leon received severe injury to his nose on the night of August 19th. A husky male passenger, apparently under the influence of liquor or narcotics, gave him an impromptu manicure with a pair of brass 'nucks, and then jumped off the car and ran. The culprit was not apprehended.

Speaking of guns, Motorman John Baier decided that the only way to win a shotgun that C. D. Clark was giving away on a punch board, was to buy practically all the numbers. After he had done this, Clerk Sam Deane acted as the official number picker, and when the result was obtained, number ten won the gun and was held by Motorman Miller of Division Two.

Conductor F. D. Caldwell has taken two months off duty for rest and recreation.

Motorman W. H. Hollenbeck is spending a week in the San Bernardino Mountains.

The failure of the United States National Bank on August 18th, deprived quite a number of the men of this Division of all their savings. It is to be hoped that the bank will be able to pay their depositors in full, and by so doing, re-establish confidence in these financial institutions.

## For Sale

For Sale: Good practice piano, \$35.00. 1543 Hauser Blvd.

For Sale: National German Silver Ukelele. Cost \$70; will sell for \$35. Good as new. Also metal worker's bench lathe. Will cut threads. Ideal for model work and garage jobs. Turns wood. Cost \$150. Will sell for \$60. Without motor, \$50. Motorman C. M. Long, Division One.



## Division Four

C. J. KNITTLE

La Fiesta! In Philadelphia it was the Sesqui-Centennial. In New Orleans it is the Mardi Gras. In a certain well known French town it is just the "Carnival of Nice." Each one is an expression of native pride. Philadelphians may well be proud of their city, the home of American Independence. New Orleans may well be proud of its place in history. The people of Nice may well be proud of political liberty. And may we always be proud of OUR city's history and the part we played in the integral factor of its development—TRANSPORTATION.

R. K. McDowell, formerly a motorman and supervisor here, who is now "street-carring" in San Diego, paid us a visit August 7th on his way to Frisco. Dowell is now operating Birneys in the southern city and appears to be well satisfied.

Conductor B. D. Stewart returned from a vacation in Arizona recently plus one good time and minus a gold tie pin and tie clasp. The jewelry was stolen from him by a clever "dip" in a Globe City barber shop while he sat waiting for his brother who was in a chair.

Emil Kuhle, who operates the "Two Bells" restaurant opposite the Division on Sentous Street, proved that a hash-slinger can be helpful in more than one way when on August 9th he observed an auto thief attempting to get away with Conductor Jim Saunders' gas buggy. Kuhle made a dash for the man and saved the machine but the thief made a successful getaway.

J. Ponce, track sweeper, who is well known to many of the trainmen who have operated over the East Fourth section of "F" Line, was painfully injured August 12th when he was run down by an auto at Fourth and Euclid. He received injuries to both thighs, his right shoulder and the index fingers of both hands. The driver stopped and rendered all possible aid.

Janitor Bill Colly took his regular two weeks vacation starting August 10th and took a jaunt to San Bernardino with his partner, Ewart Phillips.

Motorman M. H. Steele was granted a fourteen day leave August 10th to rest up.

Motorman Z. P. Dempsey, who will put the gloves on with anyone his size or over, had the misfortune of getting a piece of dirt in his eye which later seriously infected the eye ball. Although Mr. Dempsey still has the other eye to use on the key holes we earnestly hope for a quick recovery of the affected one.

Mr. M. P. Knepper was on the sick list a few days recently with a B. O. leg.

A fishing party in which Motormen Bray, Adams, Steele, Forster, Swoboda and Conductors Snow, Bailey, Gwin and Wilke made up the gang that shoved off from Wilmington August 12th and met with astounding success. Barracudas, bonetas and bass were rapidly hauled in and a school of yellowtail was encountered. In the confusion to pull them in as quickly as possible a boatman, at-

tempting to gaff one that Bray was pulling in, struck another that was swimming free and both fish were landed.

It is a real pleasure to report that Motorman Bob Deucher who was operated on for mastoid trouble at the Methodist Hospital recently is on the road to recovery. For over two weeks Bob's condition was considered very grave.

Motorman Johnnie Sylver took a six-teen days leave starting August 14th, spending the first week at Gillman Hot Springs and the second at the beach.

Conductor W. Barney was granted a sixteen days leave August 15th and made a trip to Oakland.

Motorman F. E. Striebel and Conductor P. H. Cross were given thirty day leaves August 15th and left together for Akron, Colorado, to visit relatives.

Conductor H. F. Hames spent a seven days leave starting August 15th in a trip to San Diego.

Motorman E. E. Swartz left August 15th for a thirty day vacation in San Francisco.

Conductor George Young is making a trip through Oregon and Washington. He left August 16th on a sixty days leave.

Motorman L. L. Leasman who, in the social side of life is a post commander in the Los Angeles Railway Veterans' Association, asks the column to say a few nice things about that newly formed and rapidly growing organization. Well, let's see. It is sponsored by the Los Angeles Railway Company. That's fine. Any man with an honorable discharge from the Army, Navy or Marine Corps or who has seen service with a military unit of any country allied to the United States in time of war or has served his country in any war or campaign previous to the world war and was honorably discharged, is eligible. The membership fee is one dollar per year and applicants have until October 28th to pay. Motorman Leasman is supplied with the official emblematic buttons of the association and will be very glad to accept applications.

Motorman "Pat" McGrory, who was painfully burned about the face and arms when some cleaning fluid he was using at his home August 19th exploded, is reported to be rapidly recovering in the Methodist Hospital.

Conductor W. F. Henry returned from a ten day rest August 21st.

Motorman H. A. Patterson was granted a seven day rest August 21st.

Conductor G. Waggoner was also given a seven day rest starting August 23rd.

On a recent trip to his home in Oklahoma, Conductor B. E. Clark took occasion to go squirrel hunting, solemnly vowing that he would not return till he shot something. It did not take him long to live up to his word and start back. While walking through the fields with his gun pointing down he accidentally pulled the trigger and shot off a hunk of pant-leg, underwear, sock and epidermis.

Motorman W. Leffingwell also comes in for a bit of comment this time because, at the beach August 24th, he dove into an incoming wave before the wave reached him. Result was, he actually dove into four inches of water and received a badly skinned nose.

A general choice of runs was held Aug-

ust 27th. Line "C" received a new schedule.

Superintendent L. L. Wimberly returned from his vacation August 31st.

A very successful fishing trip was made August 26th from Wilmington. Motormen Bray, Dusty Rhoades, E. P. Adams, M. P. Knepper, W. J. Forster, L. Maxam, M. H. Steele, and Conductors E. L. Bailey, R. A. Gwin, G. L. Whiting and W. H. Snow made up the party.

Foreman B. B. Boyd accompanied by Switchman Fred Seega, Motorman George Recard and Conductor Jim Saunders left Sept. 10th for a two weeks camping trip to Kern Lakes after which Mr. Boyd, Seega and Recard will take a motor tour through Oregon and Washington.

Motorman L. A. Starkey spent a week on the sick list recently having his tonsils removed.



## Division Five

FRED MASON

A couple of weeks ago we received a very pleasant surprise in the form of a visit from Ex-conductor Bill Durbin and his dad. They drove in from Tucson, Arizona, where Bill has been living during the last seventeen months. He was unable to visit with us very long and only a few of us got to see him, but those few of us who did get to talk to him were sure tickled to see the old boy again. He's looking fine and is still the same old cheerful Bill. Said he was sorry that he could not stay longer and see more of the boys and he wished to be remembered to all. If any of the boys want to drop him a line he can be reached in c/o General Delivery, Tucson, Arizona.

Motorman F. T. Atkinson, who transferred to this Division from Division One, has now transferred to Division Three, he having moved out in that direction. Atkinson traded seniority with Motorman H. F. Snow, who, by the way, used to work out of this Division a few years ago. We all join in wishing Motorman Atkinson lots of luck at Division Three and extend a hearty welcome to Motorman Snow.

We are also glad to have with us again Motorman A. C. Borden who was with us several years ago.

Conductor George Harper started off on a ninety day leave of absence on August 26th by having a great day at the beach, fishing. George brought in a carload of bass and those of you who didn't get any were just unlucky in not being around when he was handing them out. He is going to spend the best part of his ninety days in Louisville, Kentucky, and expects to get back by about November 23rd, just in time to do his Christmas shopping.

Conductor M. C. Howard is off for forty-five days and is driving back to Tuttle, Oklahoma.

Motorman H. A. Hamilton starts off on the fifteenth of this month for thirty days and is going to vacation in and around Humboldt County.

On September 18th Motorman W. A. Fletcher will take his ten day vacation and is going to rest up at home.

Merdie Rhodes, our janitor, has had his two weeks vacation. He started off right by going to Catalina where he spent one wonderful week. The second week he was to spend in Tiajuana, where he had one glorious day. It's alright though he got back on payday.

Here are a few champions in their own special lines. Conductor Roy Perry, pinochle; Motorman G. F. Titmus, checkers; Clerk "Baldy" DeMuth, growing hair; Motorman Henry Mast, reducing; and Motorman Heine for getting off. Just try and beat 'em.

If you want to buy an old street car body just step in the office and we'll sell you one cheap.

Motorman Ted Miller is now driving a Durant sedan. Thought we had better tell you this in case you saw he and his wife drive away from this Division on the evening of August 26th in a cracker box, model "Z", 1776.

The motorcycle team of Motormen L. M. Lininger and A. Perry are sure going places and doing things. Perry almost missed arriving at one place one night, but he just managed to land back in the saddle after being thrown for a five foot loss (upwards) and he is now looking out for chuck holes. Both of them, by the way, have obtained orders for two pairs of pants during the last two weeks.

Conductor Johnny Turvey returned from Lopez Canyon where he had a great time deer hunting. Johnny got a nice three pointer and reports lots of deer in that country.



JACK BAILEY

Joe Gordon, Foreman of the Blacksmith Shop, is still confined in the hospital, and has the sympathy and best wishes from the boys.

Catalina Island, a trip up North, baseball games and theatres held the interests of Painter Foreman Lee Crump while on his two-weeks vacation.

Painter William Taylor and family spent a week of camping, hiking and fishing in the Valley of the Falls.

E. E. Wing, of the Upholstering Department, was granted a few weeks leave of absence to take a trip to Detroit, Michigan, where he will visit relatives. He then plans to go up into Canada and return via the Grand Canyon.

E. Lendy is the lone vacationist of the Electrical Repairs Department this month.

The booby prize this month goes to Luther Griffiths, Electrical Clerk. Luther was doing a little "Black and Blue Detection" on a stolen Chevrolet that had been abandoned outside the Shop. Over anxious to be of some aid to the police he told such a complete story of the crime that he found that the cops were asking him some very embarrassing questions. After he had convinced them that he was not the guilty party he was informed that he had better park his own car in the right direction or he sure would get a ticket. That's gratitude for you, Luther

J. W. Marteneau, of the Electrical Repair Department, has been having trouble with his name and is seriously inclined to discard his first initial. What does it stand for Martin, Jiggs or Jinks?

If any of the boys need work done on their autos, they should see Ed Brimm, of the Electrical Repairs Department, he does work without charge or guarantee. If he is not successful (as usual) give the job to the Gerrard brothers, they guarantee their work and at a reasonable price. For reference see Joe Valentine, they fixed his Oakland so it runs like never before. Joe says he will have to buy an overcoat this winter. We wonder what that has to do with autos?

Harry Smith, Foreman of the Winding Room, spent his vacation at Catalina Island this year.

R. Sloan, of the Winding Room, would be the first one to buy a new Plymouth. It did not take Sloan long to burn up that new Ford.

Tom Rocha, of the Winding Room, is not worrying as how to get some money. He is in distress as how to keep what he has. He has very little faith in banks.

Very "humiliating" these hot days, eh, Mr. Brimm.

Very tough customers, these Ormston boys. Sid suffered a minor operation to have a sliver removed from his leg. But upon his return he had a hard time remembering which leg had been injured. Very few can stand up under the cross-examination of Clerk L. Griffiths, don't you know.

In these hard times we should be very helpful to our neighbors, but don't carry it too far! Hess V. Campbell, Carpenter, supplied his whole street with hot water the other morning. Even burned a hole in his house to get the water hot enough. If his wife had been home she probably would have reminded him to turn off the heater before going to bed.

Carpenter M. Cass suffered cuts, bruises and some damaged ribs when he was struck down by a hit and run driver. He is probably back on the job by this time.

W. W. Morgan is doing time in the Truck Shop, having been transferred from the Carpenter Department.

J. W. Devlin and C. L. Nickels, two Machinists of noted fishing ability went on an explanatory fishing trip for the benefit of their co-worker W. W. Huskey. What really happened, Huskey was the only one to catch a fish, and to make things worse they anchored right across from another boat where Vic Lee, Store Room employee, was having the time of his life pulling in the fin-like vertebrates. Give up.

C. Lock, of the Machine Shop, was away a week to rest up at Catalina and local beaches.

Carl Manning, of the Trimming Department, and his friend Clyde Hamblin were hunting for bats in the dark subterranean chambers of Redlands famous old "Green Mansion" on Smiley Heights when they made a gruesome discovery which terrorized both boys into sudden flight to the police station. They had stumbled over the body of Fred L. Hammons, 74 years old, apparently a suicide victim. Carl is the son of Mr. and Mrs. W. H. Manning of Redlands.



## Motor Coach Division

J. H. McCORNACK

The "repression" is over. We have hired thirteen new men.

C. V. Coleman, register clerk, is visiting and vacationing with relatives in Texas and Colorado.

K. C. Spears has resigned after four years of service to enter the Government Immigration Service and is stationed on the Border at Chita Vista to look out for contraband Chinese.

A lumber truck swerved directly in front of W. S. Swanson when dodging another car on Soto Street, causing him to wreck his Ford and receive several bruises and cuts about the head.

Jimmy Wilson is back from a vacation trip in his boat to Carpenteria. He says they caught 112 fish in two hours. Alright. Ask Jimmy.

J. L. Wismer boasts the prize vacation trip this year by putting his Buick over 7000 miles of West and Midwest roads, going as far east as Des Moines, Iowa, then north through the grasshopper district around Wheeler, South Dakota. The Rocky Mountain National Park, Estes Park, Fall River Pass and Grand Lake were on his route which took him from altitudes of 12,000 feet to 180 feet below sea level. He says they dodged the hot weather and had a wonderful time.

The fish were so scarce on the last barge trip that W. Gregory caught them one-half at a time in order to have as much sport as possible.

S. F. Smith reported that his bus pulled to the left on account of the brake drum leaking air.

O. W. Mills returned from his vacation by aeroplane. He had breakfast in Frisco at 8:00 A. M. and lunch at Frank's at 2:00 P. M. He said he was invited out for dinner.

G. F. Buckman, following an old custom, attended the preview of An American Tragedy. While standing in the lobby all dolled up in his rented Tuxedo watching the celebrities arrive and waiting his turn at the "mike" Gloria Swanson came up to him and ordered a table reservation.

L. W. Slocum, our cashier, is on the sick list. He says an extension to his vacation is alright but he does not like to have yellow jaundice to get it.

### GARAGE

Superintendent C. B. Lindsay and Mr. Stevens with their families formed a two car vacation caravan and are enjoying Sequoia, Yosemite and Crater Lake. We are in receipt of a post card telling us they are having a good trip, going strong and making 16 miles per gallon.

Chief Clerk F. O. Rowbottom certainly made us envious these hot days by sending us a card from Mammoth Lakes mentioning that he is packing in three miles to an elevation of about 9,000 feet to fish.

Norman Lane was in court last week teaching a fellow not to run into the rear of his Chevrolet. The judge said 40 days or 40 dollars.

Neal Mathies left the 25th for a return

to Scotland to visit his folks. Claude Maze will replace him on the third shift.

If you want to know the outcome of a jury ask Bill Baker.

Harry Keener of the Store Room left the 1st to open a cleaning and pressing establishment at 140 East Los Angeles St., North Long Beach, in partnership with E. V. Tuttle of Division Five.

R. Bailey has killed all the bandits in his cellar and bought a pair of glasses to look for more.

Oh hum! That tall, good looking guy on the third shift can go to Palm Springs and flirt with beautiful heresses while the rest of the boys have to be satisfied with home town girls. And now he is off to Ensenada on his motorcycle for new fields to conquer.

W. Dewhurst has returned from a vacation with his family at Pismo Beach where they headquartered and made side trips to Big Pines, etc. He says they enjoyed every minute of the time, resting and living on sea food.

J. Sturm has been vacationing at Yosemite. He liked the valley except that the bears made him feel uncomfortable at night.

Yes, those letters labeled Carburetor Technician are for Mr. Wildung.

J. A. Stanfill has purchased a country estate in Eagle Rock.

Wm. Craig of the Machine Shop is going to try his luck at ranching in Oregon. If he is as efficient in his new venture as he is at grinding valves we know he will be successful.

Ed Harrier found an old pocket book and decided it would be a good joke to plant it in a bus. An opportunity presented itself so he reached in his pocket and threw it down the aisle only to discover later it was his own purse containing about \$12.00 that he threw away.

Frank Hitchner has found out where the White House is.

Miss Emerson has been able to keep nice and warm these days with the heat turned on.

## Wedding

The boys of Division Five extend their hearty congratulations to Conductor Art Openshaw, who was married on August 10th.



Mrs. Andonietta Cimmino, wife of F. J. (Kelley) Cimmino, Motorman at Division Three, and their three children, Anna, Joseph, and Mathie.



## Mechanical Divisions

H. K. CONACHER

### DIVISION ONE

E. L. Swartz has returned to work after an enjoyable week's vacation at Catalina Island.

Geo. Atkins and family are spending their vacation up around Santa Barbara, hunting and fishing.

H. Ogden made a fast trip to Vancouver, B. C., in his new Auburn 8, to visit friends.

R. L. Lathrop is back on the job after a combination business and pleasure trip to Denver, Colorado.

Cley Heywood, foreman, spent two weeks in the Sequoia National Park.

J. Bradley has returned from a two weeks vacation in the San Bernardino Mountains.

After a two weeks rest at the Los Angeles County Playground, W. H. Moore is back amongst the bolts and nuts.

### DIVISION TWO

A. Duncan, assistant night foreman, has returned to duty after spending two weeks at Long Beach, teaching his youngest to swim.

E. Sayre is back at his old place at the lathe again after a wonderful thirty day vacation spent in loafing around at different points of interest between here and Vancouver, B. C.

Geo. Singer spent a delightful week in the woods surrounding Lake Arrowhead. George encountered quite a heavy rain storm while there, but it failed to mar his vacation.

A. Edmonds spent three days in San Diego during the past month visiting relatives and friends.

No issue of "Two Bells" is complete anymore, without an announcement of Jack Bradley moving. This time it was only a matter of a few blocks, but nevertheless a move.

S. T. Brown and wife spent a week visiting in the vicinity of Santa Cruz and Monterey.

T. S. Hartley returned to work on August 24th, with a new coat of tan, which he obtained at local beaches.

After working as an extra inspector, for Bill Cavett, for about three months, H. T. Brown has again returned to the fold.

During the absence of his wife, Leland Lee claims to have become quite a cook, anyone doubting this is invited to call and sample some of his soft boiled eggs.

### DIVISION THREE

E. C. Muse and family have returned from a very enjoyable two weeks vacation at Cayucos.

T. Hubbard and family spent their vacation at Catalina Island, where they had a very fine rest.

During his vacation, Fred Keller and a party of friends went fishing off Redondo and not only caught enough for their own use, but enough to fill a large box, which they very thoughtfully turned over to the Salvation Army.

W. Wickwar is at present off on the

sick list, but hopes to be back on the job soon.

After looking forward to a vacation for a whole year, Geo. Treneer had to go and get sunburnt on the first day and consequently spent the other thirteen days in bed. Better luck next year, George.

### DIVISION FOUR

Earl Newhard has returned from his vacation, during which he entertained relatives from the east.

Tom Watts and Henry Watts spent the opening day of deer season in Ventura County, but returned empty handed.

J. E. Simmons has returned from his vacation, most of which was spent in Lower California. What town, Jim?

Geo. Mawby is at present away on a ten day vacation, to be spent at local beaches, fishing.

J. W. Melvin, foreman, has returned from a two weeks vacation during which he painted his house.

### DIVISION FIVE

E. U. Tuttle resigned August 29th to enter the employ of the Quick Service Laundry. We all join in wishing him the best of luck.

Archie Bunn has returned from a vacation spent in his old home town in Wyoming.

Geo. Macqualters visited San Francisco and Catalina Island during his vacation.

Otto Schmokol spent his vacation by making short trips to the local beaches and mountains.

Tom Cosgrove's radio went B. O. last week and he missed two spasms of Amos 'n' Andy. Terrible.



## Vernon Yard

H. I. SCHAUBERT

Glad to report that Dan Adams is back on the job again. He claims to feel twenty years younger, and looks the part.

Jack Gray is the new man who replaced John Buckley at Vernon Yard. Welcome!

Charlie McCallister plans a two weeks layoff along with his vacation so that he can pay a visit to the old folks back East.

Don't forget to see Joe Ovard after he gets back from his vacation. His bride insists on all the boys having a cigar.

Mike Finn has recovered from his recent serious illness and returned to work.

Harry Diebert, the touring plumber, has been sending post cards from every town that has a post office. He has been going places and seeing things. Vancouver last stop.

Jake Zuber visited the Yard the other day to make his annual deer hunting report. Same 'Ol Jake—Same 'ol story.

"Hundred Per Cent" Rankin has completed his annual vacation relief for Harwood and Taller and gone back to work.

Jack Harris made vacation relief for Fleetwood. He complained, that on account of the flies, he was unable to do Fleet's work properly. Jack's a light sleeper anyway.