

# TWO BELLS



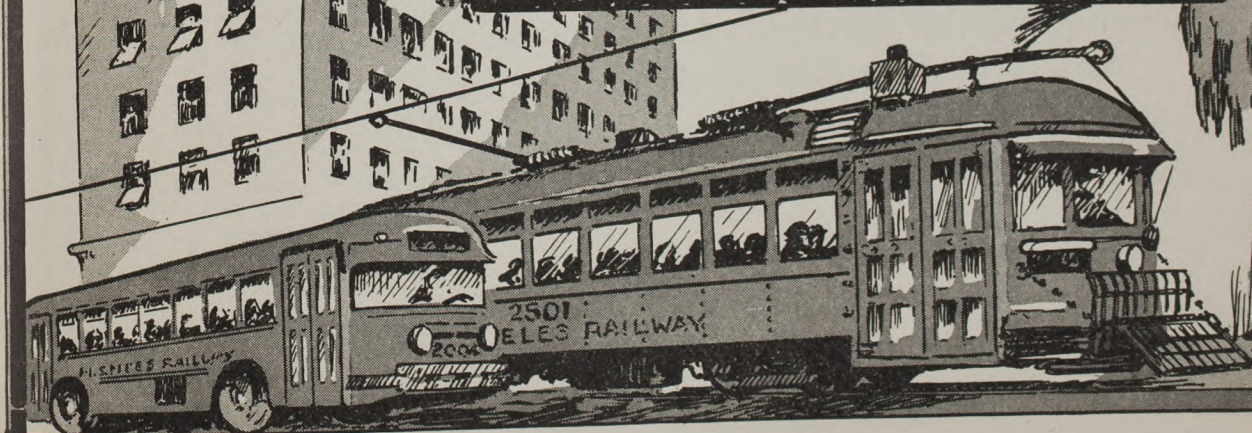
**Life's Journey**

Life is like a journey  
Taken on a train,  
With a pair of travelers  
At each window pane.

I may sit beside you,  
All the journey through,  
Or I may sit elsewhere,  
Never knowing you.

But if Fate should mark me  
To sit at your side,  
Let's be pleasant travelers—  
It's so short a ride!

*—Selected.*



## Our Beloved Chief

**G**EORGE J. KUHRTS, our beloved chief, has left his desk forever. Our good friend, our kindly counselor, he who was so tolerant of our faults, so eager to give every man his due and more, has gone away. How we shall miss him in the days and years to come!

George Kuhrts loved people and his rugged, forceful character and personal charm drew men close to him in real affection and secured to him a deep and abiding loyalty. His philosophy of life was a simple faith in the innate goodness and decency of human nature. He shrank from giving another hurt, and few ever heard criticism of another person from his lips.

Democratic in his habits and extremely modest he never lost the common touch and was always accessible to even the humblest. He was quick in his understanding of the problems of others and never happier than when able to help some one out of difficulties. He was generous to a fault.

George Kuhrts was a big man physically and mentally, an able executive and one of the community's finest citizens. He started humbly and climbed to eminence through ability. He bore his heavy responsibilities with courage and was always just to others.

Those of us who worked for him and with him will always remember him with admiration and warm affection.

We grieve that he had to go away because we loved him, but his work was done—God called him home.

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# TWO BELLS

A Herald of Good Cheer and Cooperation

Published Monthly by and for Employees of the Los Angeles Railway

Volume Thirteen

April, Nineteen Thirty-two

Number Four

JANET C. McNEILL

Publicity Manager and Editor

## Death Calls George J. Kuhrts, Our President

On Friday morning, April 1st, employees of the company and people throughout the community were shocked to learn of the sudden passing away of George J. Kuhrts, President and General Manager of our company.

He came to his office in the morning a few minutes before ten o'clock and stopped in the outer office to chat. He seemed in the best of spirits. Then he went into his private office, put away his hat and cane and started towards his desk but collapsed before he reached it. Within a few moments he was gone.

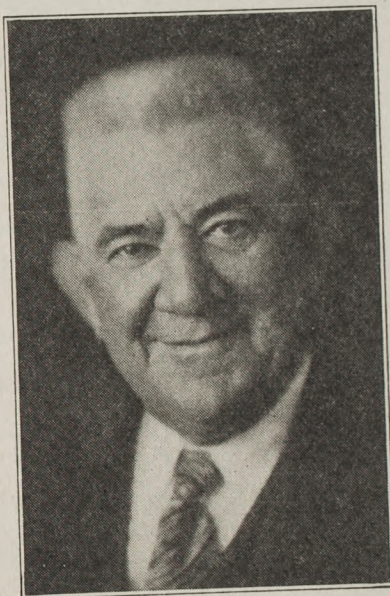
Mr. Kuhrts was one of the most widely known transportation men and engineers in the West. A native son of Los Angeles, he devoted his life and the eminence he attained to the interests of the city of his birth.

He was born in the old Kuhrts homestead at the northwest corner of First and Main Streets, January 10, 1869, and received his education in the public schools of Los Angeles.

His parents were pioneers of California. His father, Jacob Kuhrts, one of the first councilmen of Los Angeles, came from Germany to California in the gold rush days of 1849. His mother, who was Susan Buhn, made the long journey to Los Angeles from Southern Germany in 1861, when but a girl of thirteen. She made the trip across the Isthmus of Panama by rail, then by boat to Los Angeles. She was married to Jacob Kuhrts in the U. S. Hotel here in 1865.

After young George Kuhrts graduated from the Los Angeles High School at the age of seventeen, he obtained his first job in the City Engineer's office. His work was with the surveying crews and thus was born his ambition to make an engineer of himself.

He served three years in the City Engineer's office, from 1886 to 1889, when he had the opportunity to join



### He Is Just Away

I cannot say, and I will not say  
That he is dead—he is just  
away!  
With a cheery smile, and a wave  
of the hand,  
He has wandered into an un-  
known land,  
And left us dreaming how  
very fair  
It needs must be, since he lingers  
there.  
And you—O you, who the wild-  
est yearn  
For the old-time step and the  
glad return,—  
Think of him faring on, as dear  
In the love of There as the love  
of Here;  
Think of him still as the same,  
I say:  
He is not dead—he is just  
away!  
—James Whitcomb Riley.

the Maintenance of Way forces of the Southern Pacific Railroad in Arizona.

His natural bent for engineering and the experience thus gained, enabled him to qualify for Assistant Engineer of the City of Los Angeles in 1892. During this period, Mr. Kuhrts made the original survey and was the engineer in charge of the construction of the first outfall sewer built for the City of Los Angeles and which is known as the Hyperion outfall sewer.

In 1895 he was made Assistant Chief Engineer of the Los Angeles and Pasadena Electric Railway and the Pasadena and Pacific Railway and remained until 1898 when he joined H. E. Huntington, pioneer railroad builder, as his personal engineer when Mr. Huntington consolidated the various electric lines in the city into the Los Angeles Railway.

His rise in his chosen profession was a rapid one. In 1902 he became Chief Engineer of the Los Angeles Railway and in 1916 was Assistant General Manager. Two years later he was made General Manager and Director, and in 1920 became Vice President and General Manager.

Upon the death in 1927 of Henry E. Huntington, owner and President of the Railway, the title of President and General Manager was conferred upon Mr. Kuhrts and he was placed in sole charge of the destiny of the Los Angeles Railway Corporation, a position he held with conspicuous success until his death on April 1, 1932.

Mr. Kuhrts was actively interested in every movement that furthered the growth and development of Los Angeles. He loved his native city and was devoted to its best interests.

"His contributions towards solving the transportation problems of the city, at a period when its growth was the most phenomenal in American history, and the difficulties encour-

(Continued on next page)



George J. Kuhrts

# George J. Kuhrts Passes

(Continued from page 3)

tered consequently of unprecedented magnitude, have conferred on him a mark of special distinction among the constructional engineers of the West."

The heavy responsibilities of such a position as Mr. Kuhrts held, however, did not interfere with his keen enjoyment of association with his fellowmen. He was active in many of the cultural, philanthropic and fraternal organizations of the city. His first affiliation was with Ramona Parlor, Native Sons of the Golden West, and he held a life membership in that Parlor.

He was a member of the Los Angeles Chapter of American Association of Engineers and also of the National Chapter; California Club; Al Malaikah Temple Shrine; Los Angeles Consistory, Scottish Rite; Henry S. Orme Lodge, F. and A. M.; Los Angeles Railway Square and Compass Club; Los Angeles Country Club; City Club of Los Angeles; Chamber of Commerce. He was a patron of the Los Angeles Grand Opera Association, the Los Angeles Museum Association and other civic and charitable organizations.

In addition to his duties with the Railway Company, Mr. Kuhrts was a director in the Los Angeles Railway Corporation, the City Railway Company of Los Angeles, the Rodeo Land and Water Company and was chairman of the board of administration of the Los Angeles Railway Employees' Provident Fund.

He leaves his widow, Mrs. Myra H. Kuhrts, to whom he was married June 28, 1893, in the old St. John's Church on Adams Street; one daughter, Mrs. Phillips Murray, and two sons, George J., Jr., and Jack G. Kuhrts, all of Los Angeles. A sister, Mrs. George Karstens, resides in Beverly Hills, and a brother, Edward W. Kuhrts, of Los Angeles.

Funeral services for Mr. Kuhrts were conducted at St. John's Episcopal Church by Rev. George Davidson. The love and respect in which our President was held was expressed in beautiful floral offerings which filled the church and lined the walks in front of the church, and in the large number of people from every walk in life who came to pay their last tribute to him.

Both active and honorary pallbearers were selected from among the directors, officials and employes of the Los Angeles Railway.

During the long period of his administration of the Los Angeles Railway, Mr. Kuhrts won the love and esteem of all employes of the company who mourn his passing as the loss of a friend.

## Change in Transfers and Rules Effective With Rerouting

By D. HEALY, Chief Instructor

With the rerouting of rail lines, which is expected within a short time, a change in transfers and the rules for issuing and receiving them, will go into effect.

Previous to the change in transfers, talks will be given at all divisions, at which time all details will be fully explained.

A folder, containing full information, will be issued to each conductor.

Following are some of the features of these transfers:

All main line transfers, which include "K" and "11" (Mateo), will have a coupon transfer.

All shuttle lines, both rail and coach, will have a transfer without a coupon. Main line conductors will issue a full transfer on these, upon request.

There will be seven (7) colors of transfers, as follows:

Transfers of lines running on Main, Spring, Broadway or Hill Streets: Northbound, pink; Southbound, orange.

Transfers on 5th Street: Eastbound, blue; Westbound, yellow.

Transfers on 7th Street: Eastbound, green; Westbound, brown.

Lines "V," "K," "11" and Traffic, Emergency and Shuttle Line transfers will be white.

All transfers, except emergency, will have a full date printed in Red on the face of both the coupon and body.

Hat checks will be issued with the symbols, as at present, until the present stock is depleted.

The transfers will be of the same size as at present, and are designed to help the conductors, both when issuing and receiving them.

On some lines it will be necessary to punch the transfer from the terminal until reaching a certain point on the line, in order to indicate the district in which passengers originated and to prevent passengers from returning to that district.

On other lines, in order to allow passengers to ride certain lines where it is not now allowed "after passing points" have been established, the space on the transfer must be punched out to show the "after passing point." Following is an example:

From all lines coming east on Pico Street and turning north on Broadway, transfers are not good west on lines "J" or "U" at Broadway, unless punched "Pico & Broadway."

On line "J" coming north on

Grand and east on 7th St. the transfer is not good south on Broadway, unless punched "7th & Grand," or

From an eastbound "U" car on 5th Street, unless punched "6th & Figueroa."

This same scheme will be used on many lines at different points.

The outstanding changes, however, have been made in the rules for issuing and receiving transfers.

The time allowed on transfers when issuing will be cut down. When receiving transfers within a certain district, the time punched is "final time." No part of the transfer will be accepted after the time punched.

The "one hour," formerly allowed when receiving transfer bodies, will no longer be permitted. Thirty (30) minutes additional time, however, will be allowed outside of a certain district.

No transfer on a transfer to connecting shuttle lines will be permitted, except as explained in the new transfer instruction folder.

Connecting shuttle car lines will only issue transfers on the same fares as main line cars.

Coupons will be detached on shuttle lines, the same as on main line cars.

On certain shuttle lines additional transfers will be permitted, as explained in the transfer instruction folder.

Passengers will be permitted to transfer as at present where lines join, cross or diverge, but this will not be shown on the transfers. Conductors are expected to tell passengers to transfer at points where lines separate rather than where they join where more than one line operates over the same street.

Coach tickets, Forms SCo-1 and SCo-2 will be changed. These tickets will have a contract and two coupons. No. 1 Coupon is for use on rail and coach lines within the inner zone. No. 2 Coupon for use on the Los Angeles Motor Coach lines and Second Zone coach or rail lines.

The amount of riding, formerly permitted on these coach tickets, has been cut down, and it is expected that purchasers of these tickets will go to their destinations via the shortest possible route.

All conductors and operators are expected to use good judgment in dealing with patrons, after these revised rules are put into effect. For the first few days, warn all persons, who pre-

(Continued on page 5)

sent wrong transfers, or who are attempting to go in a direction not permitted, that within a few days such transfer or riding will not be allowed. Advise the patron how the transfer should have been punched or what route he should have taken to be within the rules.

The understanding that a transfer is good at a point because nothing in the printed matter on the back of transfer says it is not, will no longer be in effect. Conductors will be justified in refusing a transfer where it is plainly evident that a passenger is doubling back. For instance:

A passenger presents a transfer from a 7th Street line to come back southbound at Bridge Junction. This transfer is not to be accepted at this point.

The face of all main line transfers will read:

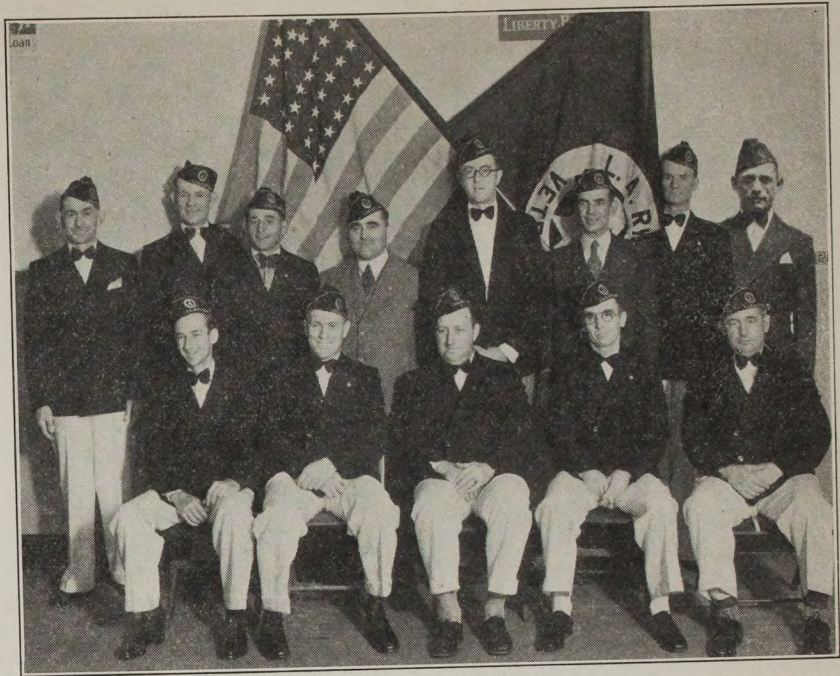
"This transfer or its coupon will only be accepted at regular transfer points before time punched on date shown, and in a general direction away from issuing line and district of issue, as per conditions on back."

The district of issue is that part of a line on which the transfer was issued. For example:

"On line 'U' Out Trip transfers (which is north on Figueroa St. and east on 5th St.) all transfers are issued northbound in the regular manner until reaching 6th and Figueroa Sts. All transfers issued at or past this point must be punched '6th & Figueroa,' until reaching 5th and Central then punched '5th & Central' south of that point."

Should a passenger board this northbound "U" car on Figueroa Street before reaching 6th Street, and then ride around to 7th Street and Central Avenue, and attempt to come west with any part of the transfer, it is evident that he is returning to the district of issue. A "U" line Out Trip transfer, to be good west at 7th and Central, must be punched "5th & Central," which shows that it was issued at or south of that point. On the other hand, if the Out Trip "U" line transfer was issued either on 39th Street or at some point on Vermont Avenue, and the coupon detached on line "V" northbound, the body would have to be accepted on any line going east from Vermont Avenue, although the line is going to cross the issuing line, but it is presumed they are not crossing it in the district of issue. By using this same reasoning, conductors can tell whether or not to accept transfers.

At the present time there is a great waste of transfers by conductors over-punching and then destroying them. With the dated transfer, all those not



Los Angeles Railway Veterans' Club officers in their new uniforms. Front row, left to right: E. C. Prescott, Dept. Commander Substations; H. F. Nelson, Finance Officer; S. H. Deane, Commander; C. J. Jackson, Second Vice Commander; R. C. Frost, Dept. Commander Division Three. Rear row, left to right: C. R. Dean, Dept. Commander Division Four; M. J. Angel, Color Guard; J. Hershall, Dept. Commander Division One; W. S. Culver, Past Commander; J. A. Madigan, Adjutant; G. H. Drinkwater, Dept. Commander Division Five; E. J. Roche, Dept. Commander Division Two; L. L. Leasman, First Vice Commander.

used will be wasted, but, by not over-punching, this waste can be kept down to a minimum.

There are, also, many conductors who offer transfers to passengers before the passenger requests it, thereby allowing good transfers to get into the hands of people who do not need them, and who, in many cases, give them to others who are not entitled to use them.

Conductors and others in the Transportation Department are expected to become familiar with the new transfer and ticket rules, and lend any assistance possible to make the plan a success.

### Relocating Right of Way

The company has started to move its tracks from its private right of way in front of the Southwest Museum to a new roadbed forty feet east towards Santa Fe Railroad. The city will use the present right of way for street purposes in carrying Marmion Way past the Museum to connect with the paved section at Museum Drive.

### Third Street Work Under Way

The company has started the work of putting back the tracks on Third Street from Figueroa to Columbia which were torn up because of the grading of new Third Street.

## Complaints Climb

There were 117 complaints in March, an increase of 4 over the number for February.

Fare and Transfer Trouble showed the largest increase with 32 complaints in February and 45 in March. Short Change was the only other classification to gain and it doubled with 12 for March against 6 for February.

Discourtesy decreased 6; Passing Up Passengers was less by 5; Service dropped 3 and Carrying Passengers Past Stop decreased 1. Starting Too Soon and Miscellaneous remain the same as for last month and Dangerous Operation continued to register zero for both months.

Comparative figures for February and March are shown below:

Classification	Loss or Gain		
	Feb.	Mar.	Gain
Discourtesy	22	16	- 6
Fare and transfer trouble	32	45	13
Starting too soon	10	10	0
Passing up passengers	8	3	- 5
Carrying passengers past stop	6	5	- 1
Dangerous operation	0	0	0
Short change	6	12	6
Service	5	2	- 3
Miscellaneous	24	24	0
Totals	113	117	+ 4

## About Suggestograms

By GEO. B. ANDERSON



Playing the opening game of the pinochle tournament at Division One on March 21st. This is serious business, mates, not a smile in a tablefull. Reading from left to right: C. W. Trice of Division Three; A. Light of Division One; (standing) W. E. Maupin of Division Five team, acting as checker; F. J. McDonald of Division Five team, acting as checker; P. Mitchell of Division Three and C. C. Walker of Division One. The cup on the table is the new traveling pinochle trophy and was donated by Mr. Kuhrts.

The pinochle tourney started off with a bang on March 21st, the bang being furnished by the photographer's flashlight powder when he took the picture of the first game. C. N. Reddick of Division One, one of the regular players, was hurt in an auto accident and C. C. Walker is playing in his stead.

The first game was played at Division One with Division Two and resulted in a two to one victory for Division One. The second game on March 23rd four pinochle sharks from Division Four invaded the balliwick of the champs and walked out on the long end of a two to one score.

Division Two had the first game almost salted down when Billips overestimated his hand on an unnecessary bid, and the Division Four men took advantage of this demoralizing maneuver to cross the line first. The first game was played by Billips and Kelley for Division Two and Allen and Speed for Division Four.

Speed and Vail for Four easily annexed the second game.

Division Two then brought up reinforcements in the form of Drummer Taylor playing with Kelley against Carroll and Speed and due to the superb generalship of the drummer, the third game went to Division Two, hands down.

On March 25th Division Five went out to Division Three to show them how to play pinochle but stayed to be shown. Division Three won two games out of three.

The fourth game of the series was played on March 28th between Division Four and the Motor Coach on

Division Four home grounds. Four won two out of three. Four played in relays. Allen and Carroll won the first game, then Speed and Vail paired and lost the second. Allen and Vail won the final.

On March 30th, Division One went out to the Sea Gulls Roost and took three games away from them.

On April Fool's day the game was between Division Two and the Coach Division at the Coach headquarters. Coach won two out of three.

Division Four played at Division One April 4th and took all three games from Division One.

The standings of the Divisions at the time of going to press is as follows:

	Won	Lost	Pct.
Division 4 .....	7	2	.778
Division 1 .....	5	4	.556
Division 3 .....	3	3	.500
Motor Coach .....	3	3	.500
Division 2 .....	2	4	.334
Division 5 .....	1	5	.167

### Miss Schupp Returns

Miss Sophia Schupp, of the Purchasing Department, has returned to her desk after several months of illness, and all her friends in the Main Offices, are glad to welcome her back and to know she is well once more.

### Special Work Renewal

A big job of renewing special work is in progress at the intersection of Jefferson and Main Streets. This is one of the most important renewal jobs for some time past.

Since the inauguration of the suggestion system early in November several hundred "suggestograms" have been carefully studied by committees of experts.

As was expected, many were found to be impracticable for one reason or another—cost greater than the benefits to be derived, methods previously considered and found to be ineffective, action prohibited by law or the rulings of regulatory bodies.

Many of these suggestions apparently were submitted by men rather new to their work and not thoroughly familiar with some aspects of transportation service. A very large number had to do with the transfer system, which was already undergoing a thorough study before suggestions were invited.

The Committee of Awards has made a number of cash awards, and it is sincerely regretted that more could not be justly made. Heads of departments will issue bulletins notifying successful employes, by number, and these awards will be paid promptly in cash as soon as the identity of the winners is known.

After careful consideration the committee has concluded that better results will be obtained if, instead of continuing the issue of suggestion blanks and making awards as heretofore, each employe who has given careful consideration to practical ideas which he believes to be of value make his suggestion directly to his superintendent or foreman. Therefore no further blanks will be issued.

Under existing economic conditions, when if ever the earnest cooperation of all interested in mutual welfare is demanded, nothing can be lost and much may be gained if we all apply ourselves seriously and diligently to the task of "holding our own," and if possible assuring and strengthening our position for the future. The most important thing now is to produce the best there is in us at the least expenditure of labor, time and money.

The success of our industry means success to all employes. It means continuance of the job in a time of great stress and ultimate benefit to all—especially to those who are successful in their efforts to advance, in a practical way, the interests of their associates and themselves. Reward for successful effort is sure to come, in one form or another.

## Proposed Automobile Insurance Plan For Employees

After a very careful and thorough investigation, the Los Angeles Railway Corporation has completed arrangements whereby all employees may, if they so desire, obtain automobile insurance on privately owned cars (whether used on company business or not) at rates which will result in a very material saving of approximately 35%, and the Railway feels justified in recommending this plan to all employees owning automobiles for their consideration. The saving in premium alone is well worthwhile, in addition to the other advantages and benefits accruing to those participating in such a plan.

On April 2, 1931, the California Supreme Court upheld the Financial Responsibility Law, providing for revocation of a driver's license for failure to pay damage judgments, and any person who shall drive a motor vehicle while his license remains suspended, because of failure to pay a final judgment rendered against him in an action arising out of a motor vehicle accident within fifteen days after its rendition, shall be guilty of a misdemeanor and punished by a fine not exceeding \$1,000.00 or imprisonment not exceeding one year, or both.

Therefore, in case of an accident involving personal injury or property damage, it is absolutely obligatory for the average automobile owner either to obtain a surety bond or make a cash deposit in the amount of eleven thousand dollars in order to safeguard his interests. The only alternative is that he secure a policy covering automobile liability and property damage along the lines suggested in the first paragraph above, which is obviously the most logical and economical method of handling such insurance. Every motorist should have the protection of this insurance to protect himself from having his license suspended.

We suggest that interested employees consult with the heads of their departments for full particulars.

A recent pamphlet issued by an insurance company bore the statement "Auto Law Has Sharp Teeth," and we believe that if our employees will read carefully the law as upheld by the Supreme Court they will subscribe to that statement also, and for their own best interests investigate, at least, the plan outlined above.

Any policy taken out should include in addition to the name of the owner of the automobile, the name of the Los Angeles Railway Corporation, insofar as its interest may appear, in case the employee's automobile is used on Railway business. (No extra premium is charged for this added protection.)

Any member of the household of employee operating an automobile is entitled to take out a policy at the same rate as the employee.

C. A. HENDERSON,  
*Secretary and Treasurer.*

## Coach News

On April 17th, Melrose Avenue and Beverly Blvd. motor coach lines will be connected via La Cienega Blvd. and combined into one line as the Beverly-Melrose Line, operating from Melrose Avenue and Western via Melrose, La Cienega, Beverly and Bonnie Brae, the present terminus of the "D" and "I" car lines.

\* \* \*

On April 1st the Crenshaw-Vine-La Brea Line was extended from Pico and La Brea via Pico and Washington to Washington and Vineyard, the present terminus of the "W" car line.

## Witnesses

Divisions Three, Four and Five all made substantial gains in the average number of witnesses per accident during March. Division Two dropped perceptibly and Division One remained almost stationary.

The relative standing of the Divisions remains the same as for several months past.

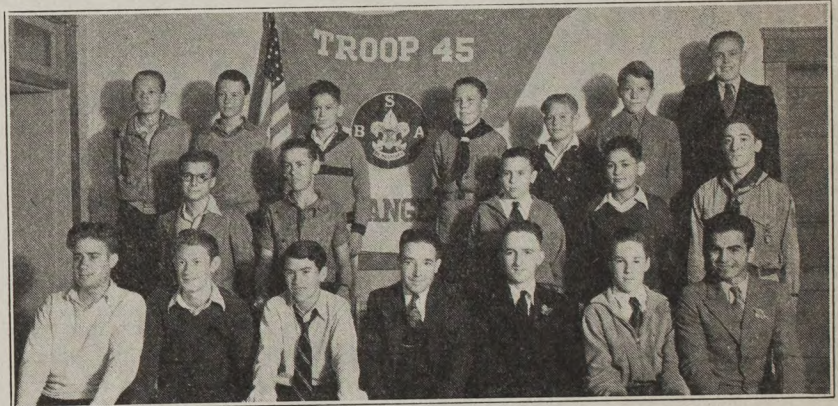
Comparative witness per accident averages for February and March are as follows:

February		March	
Div. 4.....	6.27	Div. 4.....	6.70
Div. 3.....	5.87	Div. 3.....	6.29
Div. 5.....	5.01	Div. 5.....	5.68
Div. 2.....	4.93	Div. 2.....	4.24
Div. 1.....	4.12	Div. 1.....	4.11

The total number of accidents for February was 1056. March lowered that figure to 979.

The total average witnesses per accident for all Divisions was 5.18 for February and 5.25 for March.

## Boys Form Scout Troop 45



Under the guidance of Foreman J. B. Lair, a Boy Scout Troop has been organized by the sons of Trainmen at Division One. The very vital question of expenses for getting started off in true Boy Scout style was settled by R. B. Hill, our Manager of Transportation, who, having some boys of his own, is always interested in the welfare of other boys.

The first meeting of Boy Scout Troop No. 45 was held on Friday, April 1st, at the San Pedro Street School and proved to be a great success. There were seventeen boys present and ready to be initiated into the mysteries of the Scouts.

Officers of the Troop are, Scout Master, Conductor R. W. Bower; Assistant Scout Master, W. H. Dyson; Chairman Committeeman, Foreman J.

B. Lair; Secretary-Treasurer Committeeman, Conductor H. Bunes; Committeemen: Conductor H. G. Voigt, Operator J. L. Kline.

Sons of the following trainmen at Division One are members of the Troop: Conductor H. Bunes, Operator J. L. Kline, Motorman H. E. Granger, Conductor L. E. Adkins, Conductor A. J. Hathwell, Motorman J. W. Rice, Motorman G. Arnold, Conductor H. N. Cole, Supervisor Goddard, Motorman H. M. Feezell. Some of the boys have chums who are not sons of Lary men, but joined the troop and make up the remainder of the membership.

Scout Master Bower is not a novice on the job. For some time he was Scout Master of a Hollywood Troop of Boy Scouts.



# Are You Guessing?

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

During the of February the extra men of the different Divisions made almost as good a record in correct operation as the regular men. The regular men of Division Three are considerably ahead of the extra men of that Division while at Division Four the extra men lead the regulars in saving.

The saving for the system is fairly satisfactory but there is an indication that many men are beginning to take things for granted. Do not allow yourself to become careless either in operation or in taking your observations in starting up, especially at track intersections. Just because a traffic signal may be set "Go" for you is no guarantee that something might not go wrong on the car approaching at right angles or that the man operating it may not make a mistake. Do not assume that everything is all right. Time your observation with the movement of your car and look in the direction from which the danger is most likely to come.

The same thing applies to terminals where switches have been set for the crossover. This change was made to keep automobiles from knocking our conductors around.

The man leaving the terminal must be certain that the car approaching crossover from the opposite direction is under control and able to be stopped at the proper place.

The man approaching the terminal, especially at night, in a fog, or during a rain, must be careful not to overrun his stop. Many a man has found himself taking a crossover that he thought was a quarter of a mile away.

Another thing to remember is that free running time does not mean you are free to do as you please. This change was made to keep the old time-saver from killing the time he had saved, or to take the drag out of the line, and not to put recklessness into it.

In this business one should never take anything for granted but should know what to do under the conditions that one meets along the line. If in doubt as to your location, feel your way. If you cannot see where you are going, feel your way. Mix a little judgment with your speed.

## Commendations Decrease

Commendations received in March decreased from 49 from 60 in February.

The number of men commended at each Division in March was: Division One, 9; Division Two, 15; Division Three, 31; Division Four, 5; Division Five, 18.

## Pintopplers

The Lary Bowlers tied for third place in the Monday Night League as this issue of Two Bells went to press, with the final game of this series to be played on April 4th.

Results of games played since last issue:

	1st	2nd	3rd	Tot'l	Pts.
March 7th—					
Mecca Sweet Shop	802	829	688	2319	3
L. A. Ry.	776	755	784	2315	1
March 14th—					
Schmit Shoe Shop	862	884	793	2539	1
L. A. Ry.	936	850	857	2643	3
March 21st—					
Ideal Cleaners	791	801	840	2432	3
L. A. Ry.	795	793	761	2349	1
March 28th—					
Harris Fords	798	770	720	2288	1
L. A. Ry.	758	836	775	2369	3

The March games have not been quite as exciting as the weather. Ed Fleming took the month's honors for high game with a score of 206 rolled on March 14th.

The series has been very interesting all the way through with Schmit Shoe Shop in the lead with 67 points and Pratte Jewelers in last place with 50 points and all the other teams ranging between these two scores.

The Lary Bowlers are entering a team in the Summer Commercial House League, games to be played each Wednesday night at 8 o'clock on the Broadway Alleys at Manchester and Broadway. The team consists of Doyle Rishel, captain; H. Hinze, L. Chiaro and G. Oliver, of the Garage, and E. C. Fleming of the Maintenance of Way Department.

If you cannot get out to the Monday night games at 7 o'clock come to the 8:00 o'clock Wednesday night games.

In the Wednesday Night League the Lary team is now in second place with Weber Baking Company in first place. There are ten more weeks of games to be played in this series.

## For Rent

Three, four and five, room houses nicely decorated and clean. All furnished. Extra good location. Houses fronting street close to car line. S. Edwards, 1009 So. Alma St.

\* \* \*

Five room house and garage. Large rooms. Newly painted. \$30.00. 156 West 51st St., J. L. Clarke.

## For Sale

House and lot at 652 Cypress Ave. by Los Angeles Railway Land Company. Three rooms. For information call at Room 1025 L. A. Railway Bldg.

## Square and Compass

On Thursday, March 31st, the officers and members of the Square and Compass Club were given a special invitation by the Worshipful Master of Moneta Lodge to confer the Master Mason Degree upon Brother Lee Mathews, formerly employed as a motorman, now a prominent attorney of this city. Brother P. V. Mathews, motorman at Division Two, is his brother.

\* \* \*

The officers and members of Bethel No. 36 have extended a very cordial invitation to the Square and Compass Club members and their families to be their guests on Saturday evening, April 23rd, 7:30 P. M., at Palestine Masonic Temple, 41st and Figueroa. The Bethel has arranged a peppy program for the club, and will serve refreshments after the show. It is hoped that a good crowd will turn out. The club has a complete surprise for all, come and see it.

There will be no meeting of the club in April other than on the above night.

## Honor Roll

Herman Diver Sipperley, Flagman in the Transportation Department, was placed on the Special Roll effective February 1, 1932. Mr. Sipperley entered the service on September 23, 1904, as a motorman at Division Two, later transferring to Division Five. He was appointed a flagman on September 1, 1922.

\* \* \*

William Grant Miller, Instructor, Transportation Department, was placed on the Special Roll on March 5, 1932. Mr. Miller entered the service as a conductor at Division One on January 11, 1897. He was appointed a temporary instructor October 9, 1922, and was made a permanent instructor January 25, 1923.

\* \* \*

Motorman Ben Henry Hellman, of Division Four, was placed on the Special Roll on March 19, 1932. He has been with the company as a motorman at Division Four since January 21, 1918.

\* \* \*

Edward William Yonkin, Traveling Instructor in the Transportation Department, was placed on the Special Roll effective April 1, 1932. Mr. Yonkin started in as a conductor on the old Cable Company on December 20, 1892; was appointed operating inspector in October, 1904; was returned to platform duty May 1, 1920. On February 17, 1922, he was appointed checker in the Operating Department and was made traveling instructor on March 3, 1922.



If the number of bouquet letters received is any criterion the Safety and Courtesy Contests are still yielding good returns. The total number of bouquet letters received for this past month is 98 and they were divided among the divisions as follows: Division One, 10; Division Two, 24; Division Three, 31; Division Four, 7; Division Five, 25; Motor Coach Division, 1.

For (1) Conductor R. Chase of Division Four from Mrs. Frank Prescott who said: "He was most courteous to the poorly clad, well dressed, young and old alike, assisting mothers with babies and helping carefully the very old on and off the car."

For (2) Conductor T. J. Mulrine of Division Three from F. Barry who wrote: "He was as good as a tonic, meeting all passengers with a cheery 'good morning' and radiating good humor."

For (3) Conductor O. L. Dunn of Division One from Ben Gundelfinger for politeness, courtesy, always having a pleasant smile for all, and for calling all streets plainly.

For (4) Conductor J. A. Ganann of Division Five from A. T. Ferris for returning an umbrella, for correctly instructing passengers as to connections

and directions, and for paying the fare of a passenger who was without funds.

For (5) Conductor L. F. O'Hare of Division Five from Irvin Hague who saw Conductor O'Hare assist a blind man off the car and across to the opposite side of the street.

For (6) Motorman A. Gardner of Division Three from Bertha Baumann for stopping his car for her when he saw her running for it.

For (7) Motorman J. L. Baier of Division Three from Mrs. L. B. Code for the safe return of her purse which she left on the car.

For (8) Conductor R. W. Bower of Division One from Mrs. John St. James for his courtesy to everyone and especially to herself.

For (9) Conductor J. A. Weathers of Division Five from Blanche G. Brittain for the speedy return of her pass and bank book which she dropped on the car.

For (10) Conductor R. T. Anderson of Division Five from Mrs. I. May Throop for courtesy in an embarrassing situation.

For (11) Conductor A. Nielson of Division Three from Charles K. Warren for promptness in turning in a brief case left on the car. Mr. Warren writes: "Needless to say, efficiency

and prompt handling of a matter of this kind is very gratifying to the street car riding public and I for one wish to give my individual thanks for such splendid cooperation."

For (12) Motorman G. S. Mattern of Division Two from Mrs. Rose Cochel for neatness, courtesy and smooth operation of his car.

For (13) Conductor H. E. Tetreault of Division Five from Mrs. Marie L. Fletcher for courtesy in giving information.

For (14) Conductor W. A. Walsh of Division Five from L. W. Kreimeyer for lending him car fare and for his quiet and courteous manner in refusing a past due transfer.

For (15) Conductor F. Kliever of Division One from S. E. Bastajian for courtesy about a transfer.

For (16) Conductor E. W. Gay from S. E. Bastajian for lending his stool when the car was crowded.

For (17) Operator Grant C. Pawling of the Motor Coach Division from C. M. Campbell who says: "He is a very careful and efficient driver and is always pleasant and courteous to all passengers, both young and old."

For (18) Motorman William L. Kern and (19) Conductor J. M. Hawley, both of Division Three, from Mrs.

Otto Fenske. Motorman Kern is commended for being accommodating; for attention to duty, considerateness and courtesy. Conductor Hawley is complimented for good nature, politeness and considerateness.

For (20) Conductor P. J. Riley of Division Five from T. C. Whitmore for efficiency and for assisting passengers who needed help; also for clearly calling all stops.

For (21) Conductor E. W. Park of Division Two from H. C. Fife for extreme courtesy, alertness and attention to duty.

For (22) Conductor B. Skinner of Division Two from Fred E. Fellows for courteously holding the car for him.

For (23) Conductor F. C. Buhles, (24) Conductor J. T. Little, and (25) Motorman F. C. Sommer, all of Division Two, from Flower Sechler for considerateness and special courtesies to her blind sister who rides to and from work daily on their cars.

Conductor Little is also commended by Mayre Shannon Harrington for being accommodating, pleasant and courteous.

For (26) Conductor T. J. Trabue of Division Five from Mrs. J. W. Joos for good-natured patience and courtesy in the handling of a transfer controversy with a man passenger.

For (27) Motorman L. O. Larson of Division Five from Melva Haldeman for rescuing and turning in her hand bag which she had left on the car.

For (28) Conductor J. F. Chappus of Division Four from Ben Shelton who says he is "an old age pensioner, crippled up with rheumatism." In boarding the car Mr. Shelton dropped his cane. Conductor Chappus stopped the car, jumped out and picked up the stick for him.

For (29) Conductor G. J. Loftin of Division Three from J. C. Dunn for the polite and courteous manner in which he gave information to passengers.

For (30) Conductor G. J. Emerson of Division Four from Mrs. C. R. Dwight for courteously informing her of the correct transfer point, and for willing service to all his passengers.

For (31) Motorman C. Larson of Division Four from George W. McDill for good judgment and courtesy.

For (32) Conductor J. M. Crane of Division Five from Pearl Tylet for pleasantness and considerateness to the public.

For (33) Conductor H. D. Littlefield of Division Five from Miss Whitechester for courtesy and politeness in handling a dispute with a passenger.

For (34) Conductor I. J. Kramer of Division Three for considerateness and helpfulness; (35) Conductor C. W. Melcher and (36) Conductor A. A. Bradley, both of Division Five, for courtesy; (37) Conductor F. A. Keers

of Division Five for extreme courtesy in a crowded car; and (38) Conductor W. C. Skinnell of Division Five for attention to duty, calling stops and helping passengers on and off the car. These bouquets are all from Mrs. Otto Fenske.

For (39) Conductor I. Gasparro, (40) Conductor C. H. Wherton, (41) Motorman B. H. Dean, (42) Conductor H. W. Quam, (43) Conductor D. A. Kuykendall, and Conductor Wm. D. Potts, all of Division Three, from Ella M. Kennedy for their kindness and helpfulness to her.

For (45) Conductor D. S. Timmons and (59) Motorman F. F. Favour, (no picture), of Division Two from Nardie Pfirman who finishes work about midnight and deliberately waits over for this crew to take him home because he is always assured of a cheerful "Good evening" or "Hello" from this courteous pair.

For (46) Conductor J. W. Kasbeer, (60) Conductor J. J. Tedford, (no picture), (47) Motorman H. L. Edwards, and (48) Motorman R. D. Bradshaw, all of Division Three, from Clifford D. Bills who expresses appreciation of the two conductors for their kindness and watchfulness for his safety, and for lending him their stools. The two motormen are commended for the perfect handling of their cars, both in starting and stopping.

For (49) Conductor H. L. Lingo, (50) Conductor J. P. Walliman, (51) Conductor L. T. Smith, (no picture), all of Division Three, and (52) Motorman W. E. Snell (no picture), of Division Five, from Mrs. Otto Fenske for cheerfulness, helpfulness, and for being obliging and accommodating.

Bouquet letters were received during the month for the following men for whom we have no pictures:

For (53) Motorman H. Taylor, (54) Conductor R. D. Martin and (55) Motorman E. W. Cotterly, all of Division Five, from Mrs. Otto Fenske. Motorman Taylor and Cotterly were commended for speed with safety and Conductor Martin for exceptional considerateness.

For (56) Conductor J. D. Liles, (57) Conductor C. Wankier and (58) Motorman H. Penberthy, all of Division Three, from Ella M. Kennedy for special courtesies shown her.

For (61) Motorman R. C. Parker of Division Three from Elma A. McIntosh for extreme courtesy.

For (62) Conductor O. W. Martin of Division One from Fielding J. Stilson for exceeding courtesy and honesty.

For (63) Conductor W. Sproule of Division Three from F. A. Wallace for kind and considerate assistance to passenger.

For (64) Conductor S. M. Alexander of Division Three from Nurse Miriam Jean Rollins for kind and gracious service to her.

For (65) Motorman William Jen-

nings of Division Two from Joseph Kinsel for getting off his car and going to the opposite side of the street to return a purse to a woman who had dropped it on the step as she alighted from his car.

For (66) Conductor N. W. Wagner of Division Two from Mrs. Mary E. Caldwell for smiling patience and diplomacy on his crowded car.

For (67) Conductor R. E. Cleland of Division Two from Mrs. V. J. Kuhn for courteously and thoughtfully assisting an elderly woman across the street.

For (68) Motorman O. Hodges of Division One from William Schack, a former employe, for splendid operation of his car and for calling streets distinctly.

For (69) Conductor William Harry Ritter of Division Five from Mrs. R. Newcomb for politely and kindly assisting her mother from the street car and for calling all streets clearly.

For (70) Conductor B. R. Bettell of Division Five from Mrs. F. J. Nims for courteously paying her fare when she had nothing smaller than a \$5.00 bill.

For (71) Conductor A. Light of Division One from E. M. Brown for taking an elderly woman, who was barely able to walk, from his car through the waiting automobiles to the sidewalk and safety.

For (72) Conductor W. E. Miller and (73) Conductor C. F. Eastman, both of Division Two, from Mrs. Dale R. Rickert for courteously assisting her with her small son.

For (74) Motorman W. D. Pringle of Division One from Mrs. Barnhart for kindly and courteously carrying her off the car when she was unable to get off on account of a broken ankle not being sufficiently healed.

For (75) Conductor T. Fisk of Division Two from Mrs. Gertrude Huntley for kindness and courtesy.

For (76) Conductor R. C. Young of Division Five from C. R. Hampton for "doing everything that you might expect of him to create a friendly feeling between the car rider and the company."

For (77) Conductor C. C. Townsend of Division One from Harold H. Yackey for the very prompt and able way in which he handled the situation when a man was taken suddenly ill and had to be removed from the car.

For (78) Conductor W. A. Fowler of Division Two from Angie Bates for gently and courteously helping a badly crippled elderly woman on and off the car.

For (79) Conductor A. W. Openshaw of Division Five from Mrs. Lulu McCoy for the safe return of papers and a memorandum book she lost.

For (80) Motorman L. Murray of Division Two from Arthur S. Lewis for making a "wonderful connection with the Griffith Park bus."

For (81) Conductor G. J. Thronson of Division Four from Frances J. McInerney from promptly stopping his car and waiting for a passenger to get off and recover a book she had dropped on the street.

For (82) Conductor V. E. Davis of Division Three from M. R. Hurd for courtesy and honesty in returning a \$5.00 bill to passenger.

For (83) Conductor E. V. Kennedy of Division Two from Effie W. Moore for the loan of car fare when she had lost her money and jewelry on her way home.

For (84) Motorman R. W. Bailey of Division Two from J. B. Peck for prompt efficiency in helping to remove a stalled automobile from the track so there was very little delay for the passengers.

For (85) Conductor J. O. Murray of Division Three from C. F. Bean who says he has been helping to wear out the Lary street car rails for forty-six years and who compliments Conductor Murray for his politeness to a woman who was waiting for another car.

For (86) Conductor J. M. Walker of Division Four from Mrs. Alice Kaempf for courtesy and pleasantness to his passengers and for kindly helping her on and off the cars as she has to use crutches temporarily.

For (87) Motorman A. D. Kinsey of Division Three and (88) Conductor C. G. Jones of Division Two from M. Catherine Van Vleet. Motorman Kinsey is complimented for courteously and cheerfully calling out her street and that of another passenger who asked to be reminded. Conductor Jones is commended for his spontaneous courtesy and quick helpfulness to all passengers and for giving information in a clear, kind manner.

For (89) Conductor C. V. Bonner of Division Four from Mrs. Hedwig Cohn for kindness and courtesy.

For (90) Safety Operator J. G. Hartzell of Division One from Mrs. Jessie Osborne for his courtesy and for kindly holding his car for any one who is late.

For (91) Motorman R. W. Bailey of Division Two from R. M. Rodd for courteously notifying passenger of his street stop.

For (92) Conductor O. E. Wilson of Division Two from Goldie M. Moore for his courtesy, for calling streets in a clear tone and for giving information.

For (93) Conductor Robert H. Wallace of Division Five from Doris Bacon for courteously and graciously assisting a passenger to figure out the most direct way to make a transfer, then giving her his stool, and for his general pleasant manner.

For (94) Conductor W. D. Gerrie of Division One from C. A. Simpson who said a woman passenger gave this

conductor a \$10 bill by mistake and unnoticed by the conductor. As soon as Conductor Gerrie discovered the mistake he hunted through the car until he found her and made an exchange.

For (95) Conductor J. St. Claire of Division Five from Byron Cunningham for his courtesy to everyone riding on his car and for being on the job every minute.

For (96) Motorman B. F. Steele of Division Two from C. J. Williams for stopping his car on a flashlight wigwag signal. Mr. Williams said that he and his boy scout son were running for the car and the boy used his flash as a signal which this motorman saw and obligingly heeded.

## Vacation With Uncle Sam

An important factor in considering vacation periods for the average young man today is that of expense. At Uncle Sam's nation-wide chain of more than fifty Citizen's Military Training Camps, all necessary expenses are met by the Government. Transportation to and from the camp, the best of wholesome food expertly prepared by experienced army chefs, uniforms and equipment, quarters in a spotlessly clean tented city, laundry service and skilled medical treatment if needed—all this is furnished the campers by the U. S. Government.

The thirty-day camping period is held during the months of June, July and August, depending upon the location of the camp and the particular course it offers.

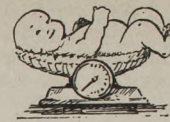
Interested young men are urged to write for illustrated literature and detailed particulars about these camps, at the earliest possible moment for every year countless late-comers are turned away, each camp having its authorized quota and the rule "first come, first served" obtains throughout.

A postal card addressed to the C. M. T. C. officer at the U. S. Army post nearest you, to the Adjutant General of the Army, Washington, D. C., or to the U. S. Army Information Service, 39 Whitehall Street, New York City, will bring application blanks and further information.

The Safety and Courtesy standing of motormen and conductors of the various divisions during the month of March, 1932, is as follows:

Division	Loss of Courtesy		Loss of Safety	
	Motormen	Conductors	Motormen	Conductors
One	0	0	9	0
Two	0	1	15	2
Three	0	2	21	2
Four	0	1	19	2
Five	0	1	9	1
Totals	0	5	73	7

Safety operators are listed as motormen.



## BIRTHS

There are now five generations living in the Urich family. Steve, of the Garage Department, reports the arrival at his home of a seven pound boy. Richard Eugene was born March 4th. Mother and son are fine. Congratulations Steve and thanks for the cigars.

\* \* \*

N. E. Potts, of the Garage Wash Rack, has a brand new son. His name is Nyanza Edward Potts, Jr. Mother and son are doing fine. Congratulations.

\* \* \*

V. J. Kuhn, of the Motor Coach Division, is the proud father of a 6 pound 10½ ounce baby girl. She was born March 19th and has been named Betty Ann. Congratulations and thanks for the cigars.

\* \* \*

A handsome baby boy arrived March 25th to brighten the home of Conductor B. E. Clark, a Division Four man. The little fellow tipped the scales at eight pounds and three ounces. And they named him Buford Elmo, (Jr.).

## Boost a Little

A little boosting now and then  
Is relished by the most of men!  
No matter what your job may be  
If cutting hay or serving tea,  
From drafting laws to making shot—  
A little boost may mean a lot.  
A cheery word, a kindly smile—  
A friendly nod once in a while  
May be the sanding of the track  
For some poor chap, who's slipping  
back.

It isn't "blarney," "bunk" nor  
"show"

To give a guy a glad "Hello"—  
And let him know, you mean it,  
too—

For somehow it comes back to you  
And makes for you a brighter day.

The moral is—again I say—  
It's relished by the most of men—  
A little boosting now and then.

## Full Dated Transfers May 1st

Starting with May 1st, instead of the various symbols printed across the face of the transfer, the date will be carried. The transfer will be exactly the same as at present with this exception.



## Division One

H. N. COLE

Motorman H. M. Feezell received some home-dried fruit from his old home town back east, and knowing that Eddie Sweet has a weakness for anything from back home, promised to bring him enough to make a couple of pies. The next morning Feezell came down with his lunch in one hand and the fruit in the other. He placed one in his locker and handed the other to Eddie. Came noon, and Feezell had nothing to eat but dried apples, and Eddie had lunch but no pie.

For the second time in his life Motorman B. B. Baker is a proud grandfather. This time it is a boy. He arrived at the home of the father, Robert Baker, February 24th.



All in favor say "aye." There's only one thing cuter than the modern walking doll. That is—a real live bundle of sweetness like little Mary Evelyn, the one year old daughter of Conductor L. E. Lick of Division Three.

No doubt some of the fellows wonder why Motorman Nate Robinson does so much walking. If he has only a few miles to go, Nate never thinks of taking a taxi or a street car. Always walks to Division Four if business calls him there. Here is the reason. Before Nate came on his present job, he was in the boxing game, and in order to keep fit for any emergency that might arise, he has kept up his exercises. So watch your step when he is around.

A short time ago, Conductor F. E. Schuler arose, ate his breakfast hurriedly, and beat it for the Division, only to find he was an hour ahead of time. He said he was so aggravated, he came very nearly going back home to try it over, just for punishment.

Latest reports indicate that Conductor C. N. Reddick is doing as well as could be expected. Reddick was knocked down by an automobile on March 4th, and badly injured. The accident happened at Fifth and Central where he was working traffic.

Conductor G. A. Urbain who has been confined to his home for several weeks on account of an accident, is back at work, and is looking well.



James to the left and Janet to the right are the children of Conductor C. A. Jenks of Division One. They are husky youngsters and it doesn't take much to make them smile.

### Page Mr. Knittle

After scanning Division One column in last issue of Two Bells, Clerk Roy Ruggles and Register Clerk Bob Sturgeon accused your humble scribe of omitting a very important item, namely, No Accident Day at Division One. When it was pointed out to them occupying such a prominent position, they were well pleased and offered an apology. Wonder if Scribe Knittle of Division Four saw it?

Safety Operator H. E. Cubberly has returned from a business trip up north. He was away eight days and says he had a fine trip.

Vacation time is creeping on us. Motorman J. B. Thompson is about the first to realize this fact, so he is taking twenty-eight days off and is on his way to Dallas, Texas.

At this writing, Conductor H. H. Wulf is in the hospital and is recovering from another operation. It is reported he is improving rapidly and expects to be out soon.

Shiver my timbers, but the night is cold! Here is little Donald Junior Higgins all ready to sail away with Admiral Byrd to the South pole. Donald is nine months old, the grandson of Motorman B. F. Higgins of Division One.



Conductor R. T. Woodson informs us of the death of Mr. Hitson, father-in-law of Conductor H. J. Klinsick. He passed away on March 10th and was laid to rest in Inglewood Cemetery on March 4th.

Uniform Inspector George Williams was called away last month on account of the death of his brother which occurred in Oakland, February 19th.

Word was received by Motorman L.

Burnett and Conductor C. D. Burnett that their brother passed away in Tennessee.

Conductors John Merritt and B. T. Olson are reported on the sick list. The nature of their illness could not be learned, but we hope to see them back soon.

Also two motormen are off on account of illness. They are I. F. Madsen and George Arnold. We wish them a speedy recovery.

Each year, about this time, Motorman E. O. McKinney takes a trip to Arizona. This time Motorman F. E. Kimble went with him. They left last Saturday and will be away a little over two weeks.

The first games of the great Pinochle Derby were pulled off at Division One Monday, March 21st, when Division Two locked horns with Division One. Division Two took the first game, but lost the last two. Best two out of three in favor of Division One. A. Light and W. A. Walters were the players for the home team, Light substituting for C. N. Reddick who is confined to the hospital.



## Division Two

H. F. NELSON

### Wedding Bells

A. A. Johnson, Motorman of Division Two, and Mrs. Mabel Hess were married at ten o'clock the morning of March 26th. Mrs. Johnson is the daughter of Motorman Roberts of Division One. We all wish the couple many happy years of married life. Thanks for the smokes.

When Conductor J. T. Matheney recovered from his wounds received in an auto accident he came in and resigned with intentions of returning to his home in Monterey, Tennessee.

Motorman Walter Hancock is again back on his "H" Line run, a little weak, but is getting along fine.

Motorman H. Smith, who has been in poor health for several months is now recuperating at Sawtelle. Every time he can get away he comes up to say, "Hello."

We regretted very much to hear of the death of Motorman A. R. Garrett's mother on March 4th. The boys of the Division extend to him their sympathy.

Conductor H. T. Gollar has spent some time on sick list, we are not sure whether he has some skin disease or whether he is getting in shape for some 49'er parade, anyway he can grow a wonderful beard in a short length of time. And by the way he traded the Chrysler in on a Dodge sedan, which meant bum luck. One of our motormen connected with another auto which crashed into Gollar's doing considerable damage.

Conductor J. L. Donnelly has purchased a Nash coupe, and gave it a tryout to Agua Caliente on the twentieth to see his native horse win the big race.

On March 20th a little purp passed carelessly in front of Motorman Van Soest's car. The fender picked him up and carried him a few feet when he rolled off and underneath the car. Van stopped, expecting to find considerable

sausage, but was quite surprised to see the little mut heading for home at quite a lively pace minus a portion of his wagger.

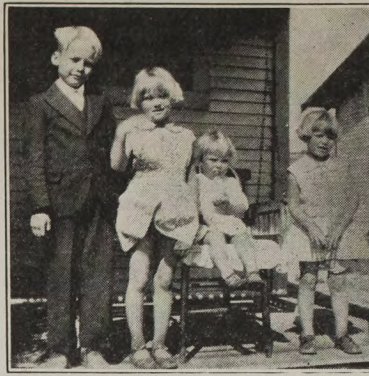
Motorman G. Atchison turned in his outfit on the twenty-fourth with several good propositions in mind.

Motorman J. K. Adams spent the greater part of the month of March on jury duty. Says it was a great experience and he would not have missed it for anything.

Motorman J. M. Alder was called to Salt Lake City because of the death of his sister. We extend to him our sympathy.

Foreman J. A. Madigan while driving home for lunch several days ago passed a lot where they were playing ball. A ball was batted out in the street just so Jim's windshield would catch it, the ball came through the windshield and struck him on the forehead, knocking his glasses off, and cutting his face up a bit with glass. For a moment or two he did not know just what had happened, but finally he found the ball in his lap. Now he has a new windshield and is just waiting for the cuts to heal.

Here is news. Conductor R. J. Crothers has lived in the same house for two months.



**Conductor G. C. Saylor of Division Two has every reason to be proud of this fine little family. Reading from left to right: Elijah, age eight; Irene, age six; Nancy, age four, and Lilly age two.**

Conductor F. T. Ginger is applying all his spare time to making cellophane belts, anyone smoking cigarettes will please hand him the cellophane. Thank you.

Motorman R. R. Harrow spent the Easter week-end with his brother at Ventura.

It has been suggested that the floor be lowered where the meter ratings are posted, thus making it possible for some of the motormen to find their names easier.

Motorman Frank Monaghan enjoyed St. Patrick's Day taking things easy. He put in a standing order for that day off when he went to work at Division Two.

Motorman E. V. Todd is again on his regular run, having spent several weeks in the hospital and then about a month flagging. He looks fine, mustache and all.



**This learning to step out is very serious business for little Reese Adams, one year old son of Motorman O. C. Adams of Division Two.**

Motorman J. C. Crowley spent several days at Agua Caliente during the races.

Motorman F. F. Favour and Conductor D. S. Timmons work the Owl all night and then have a bunch of hens laying for them in the daytime. They have quite a place out at Artesia, and if there is any money to be made they will make it, for they are sure working hard.

Motorman R. B. Davenport spent several weeks on sick list on account of a burn he received when he walked up too close to a gas heater.

Since the bank in Hawthorne closed its doors, Motorman F. V. Dennee has been working quite steady.

Conductor F. J. Nimz who was severely injured in an accident in August, 1929, dropped in to tell us to get his outfit together as he expected to return to work about the first of the month. Frank has had a pretty hard row the last couple of years, but he is right there with a great big smile, and never once has given up hope that he would not be able to return to work, and that is just the reason he is coming back to work. Welcome back Frank, we'll tell some of the newer men where you came from.



## Division Three

L. VOLNER

Now that Spring has arrived our gardeners have the grounds surrounding the office building in fine shape and quite a few flowers already planted, but they have space for more, and if anyone has any bulbs, plants or seeds, they would be thankfully received and used to the best advantage.

And Manager Harry Tuttle of the Car Barn Cafe is just waiting for Spring to get a little farther along and it won't be long until his famous mile-high strawberry shortcake will be a daily feature on his menus.

Conductor J. J. Olexo and wife have gone to New York, where a relative of Mrs. Olexo has died, and their presence was needed to settle the estate.

On Sunday, February 28th, Conductor Harry Beals and wife had a perfectly beautiful as well as delightful outing. They went up near Banning, where the almonds, peaches and other fruit were in full blossom, taking their lunch, which was spread under the flowering trees.

So many people were wanting to see this beautiful sight, the highways were crowded with cars.

At Hester's Beauty Shoppe, 661 West Avenue 28, any lady of the street car family can have any kind of beauty work done on easy payments. This shoppe is operated by Conductor W. S. Rice's daughter, and special prices are made to the car men's ladies.

Clerk Gilmore says Mr. Rice visited the shoppe and his mustache, which was rather gray, is now a beautiful black.

After being off duty on the sick list all of February and part of March, Motorman L. Rosa has returned to duty.

Some of the boys have visited Motorman Tom Kingsbury and report him getting along fairly well.

On February 29th, Mrs. A. Morgan, mother of Motorman-Line Instructor C. T. Morgan, died very suddenly. The remains were taken to her old home in Lawrence, Kansas, for burial. Mrs. Morgan lived with C. T., and in him she had a very devoted son, for he certainly worshipped his mother. It is needless to say that Mr. Morgan has the sympathy of all the boys in his bereavement.

Having a slight cold, Conductor Ira Gott was off duty, but wanting something to do while around home thought he would work on the waterheater. In some manner gas, rust, or some object got in his throat causing him to have to see a doctor and stay on the sick list much longer than he expected.

Motorman H. W. Livesay spent ten days at Murietta Hot Springs during the past month.

To visit some of his property up near Santa Cruz, Conductor Jarvis Phillips secured several days off duty. He has been tantalizing some of his many friends with post cards from "Big Basin" where he is probably spending a few days taking in the beauties of that noted center.

During the past month Conductor E. L. Jandro and wife spent several days on a trip taking in the beauties up around Banning, and down in the Imperial Valley.

Motorman J. T. Walsh made a hurried trip to his old home in Pennsylvania during the past month, being called there by the serious illness of his mother.

Since the Eagle Rock-Hawthorne Line has been changed to "5" and "6" Line, many amusing incidents have happened. Motorman Johnnie Corsen was sitting at his post waiting for the signal to turn at one of the busy Broadway intersections, two ladies, who were evidently not thinking about the change in the top signs happened to see Corsen, and then they knew it was the old "E" Line and beat it for the rear steps.

On the night of March 24th, Motorman A. B. Parker, while descending from the top of his car where he had been to adjust his trolley, fell to the pavement and was knocked out for a while.

Switchman Walker, Conductor Ira Gott and several others are beginning to realize that Spring is here and, during their spare moments, are fixing up fishing tackle preparatory to the opening of the season.

Switchman Meloy, the pilot of the deep sea fishing expeditions, is also getting anxious for the briny deep.



# Division Four

C. J. KNITTLE

When the news of the proposed re-routing was published some time ago it was expected that by this date the changes and assignment of lines would be completed but with the plan apparently postponed we're still the smallest Division but thrilled with the expectancy of soon being the largest.

## Here Comes the Bride'n Groom.



Conductor S. H. Corbin (in costume), Guard of Honor; left, Motorman R. H. Mitchell; right, Conductor J. F. Bray. Mrs. Corbin in the foreground. This happened at Division Four.

Conductor S. H. Corbin is married. It happened March 14th. As usual the gang went into a huddle over what would be the suitable form of initiation. Corbin came in, turned in his cash and was escorted to the candidates' dungeon, the boiler room. Some time passed. Finally he was ordered to remove his trousers and don a ladies' nightgown. After parading around the block he was taken home. In the picture we find Motorman R. H. Mitchell, Corbin, Conductor J. F. Bray and the bride who formerly was Sarah Frances Wilde of this city. Our sincere good wishes for their happiness is extended.

Motorman M. H. Steele experienced quite a sensation March 7th when, after driving his wife to the Tower Theatre where she is employed, he returned home and was informed she had had an accident and was in the Receiving Hospital. It developed she had run against the broken glass of a table in the theatre and suffered severe lacerations.

Motorman Erdman Reichelt told the following: A lady boarded his "P" car at 5th and Broadway, northbound, with a baby, a carton containing gold fish and a baby buggy. In the confusion aboard she dropped the fish and the

water all ran out. At Alameda Street, Reichelt stopped, the "GO" signal came up, the flagman gave him the high sign but the conductor failed to shoot the bells. Reichelt tried again without response. The "con" had disappeared. A minute passed. Then two. Then three. The sound of prancing feet rent the air. The statistician hopped back on with water for the lady's goldfish.

Conductor Warren Cline and his entire family were seriously injured when their auto collided with another early Sunday morning, March 13th. Mrs. Cline suffered a fractured pelvis, both jaws fractured and internal injuries. Conductor Cline received a fractured skull, fractured pelvis and one hip was fractured. The youngest boy received a fractured wrist. The other children suffered cuts and bruises. The shock has temporarily paralyzed Warren. Mrs. Cline, doctors state, is out of danger. We earnestly hope for their speedy recovery. Mr. Cline served as Towerman at 9th and Main for several years after having been injured while on duty.

We are very glad to see Traffic Man H. J. Burke on the job again after being struck down by an oil truck at 41st and Vermont on February 8th. He received a severe scalp laceration, several fractured ribs and a wrenched back. Burke returned to work March 14th.

Conductor C. V. Jones was granted a seven day leave March 18th to visit in Merced County and Yosemite.

Conductors H. S. Mink and E. V. Muckey ventured north to Tulare County over a recent week end to hunt rabbits. A nice mess of cottontails was brought back.

News of the death of R. C. Hopkins, for six years a watchman here, was received with much regret. Mr. Hopkins was a father-in-law of Assistant Mechanical Foreman Jimmie Inman. Many remember him better as a professional cornetist and member of the Mason Opera House Orchestra. Several trainmen became proficient musicians under Mr. Hopkins' training. He was buried in Forest Lawn Cemetery March 19th.

Foreman B. B. Boyd and Mrs. Boyd left March 22nd for a little jaunt up in the Tehachapi Mountains returning in the evening of the following day.

The sympathy of his many Division Four friends was extended to E. P. Hickey of the Transfer Bureau whose father passed away March 17th.

Conductor B. Loar resigned March 11th to return to his ranch in Denver.

Motorman "Cholly" Allen has been loaned to Division One for Birney service.

Force of habit is a good thing sometimes but at other times not so good. At Pico and Rimpau a switch repair crew reversed the switch so it would not have to be pulled for the crossover. Shortly after Conductor Billy Warren made the first brody when he sent the Master-Mind—Frank Hommel down the straight track.

March 25th. A blind man made Conductor W. D. Grimes accept a twenty-five cent piece for assisting him from the car to the curb.



Motorman L. L. Nelson of Division Four and his bride, formerly Miss Mabel Cline.

There's one thing more unusual than California weather. That is a marriage between employes of our company. One's first thought regarding the recent marriage of Miss Mabel Cline, emergency phone operator, and Motorman L. L. Nelson of Division Four may be that accidents happen in the best of families. After a brief interview, however, ye scribe was convinced that the happy couple's betrothal and marriage was to them, a very serious event in life's journey. In the early part of 1927 they met. Neither of them were in the L. A. Railway service then but in July, 1927, Nelson made application, was hired and assigned to Division One. Three years later Miss Cline was employed for the position of telephone operator. In the meantime their friendship had turned to love. Then came the inevitable engagement and on March 5th (last) they flew to Caliente and were married. Congratulations and the sincere good wishes of their many friends are extended to the happy bride and the lucky groom.

A fire on Line "I," March 28th, so disrupted the service that both cars had to be relayed. Supervisor Joe Phebus made the adjustments.

We are pleased to greet Conductor A. C. Freeman who returned April 1st from a sick leave of several weeks. Also Motorman C. Robertson who was stricken with pneumonia four months ago and later went to Arizona to recuperate.

Well, the first of April finally arrived and about 6:15 that morning Supervisor Ramsey, motoring down the line, observed an "M" car traveling with the rear fender down. Driving close to the loading step, Ramsey attempted to inform the conductor of the oversight but the con just laughed and yelled, "Oh, yeah?" "I said the rear fender is down!" shouted Ramsey. "Well, you go do your April-fooling on some one else," screamed the con, "I've been fooled too much already." Ramsey finally had to speed up to the front end and inform the more easily convinced motorman that the rear cow-catcher needed immediate attention.



## Division Five

FRED MASON

Well, the Pinochle Tournament is off to a flying start, and while we did not fare so well with Division Three at the opening games, Conductor Henry Tetreault and Motorman Bill Maupin are not in the least discouraged and both say things will be a whole lot different after they get a few more series under their belts. Of course, you all know that we lost to Division Three on March 25th, taking only one game out of the three, but watch us go from now on.



This little fellow who is all dressed up is Billy Dally, age twenty months, son of Motorman M. E. Dally of Division Five.

Here is Billy's chubby little sister, counting her fingers. Her name is Kathleen and she is eight months old.



We have two early vacationists this year in the persons of Conductor M. B. Wallace and Conductor A. J. Konecny. Wallace started off on the 15th of March for forty-seven days and is driving back to Oklahoma City, while Konecny started on the 16th of March and will be gone for thirty-six days visiting some of his old haunts in Hallettsville, Texas. If they are experiencing the wonderful weather we are here then we can say they sure picked the right time.

Motorman John Nusko has been looking around among his neighbors for a boy who gets up early in the morning. He has a nice big gate across his driveway at home and always closes same when he puts the flivver away for the night. That's alright, but when one does this he should also open it when backing out. One morning last week though, he failed to do this, that is, in the proper way. He opened it alright but Oh, my! what a racket. His wife made the front porch in nothing flat to see John gazing at the nicest pile of kindling wood he or she ever saw. And the same morning

after pulling in his A. M. part and getting off the last part, he walked home with his train run numbers in his pocket. He hasn't found a gateboy yet but he's missed the gate every morning since.

We are all glad to see Switchman Bill Stoll back from Paso Robles looking a whole lot better than when he left. Bill says he's feeling a whole lot better too.

If there is anything you want to know about rabbits, Motorman "Red" Wicker is the boy who can give you all the dope. He has just started in the business and is expecting big things along that line. In fact he's already taking orders for next Easter.



## Shops

JACK BAILEY

Our news is rather scarce this month, let's all get together and go places, do things and get some pictures for our column.

R. E. Ellithorpe, of the Winding Room, is reported on the sick list.

It is rumored that Sid Ormston, of the Electrical Repairs Department, has turned in his chivalry—I mean Chevrolet for a Buick, model unknown.

Two very prominent members of the Electrical Repairs Department, in the persons of A. Gerard and C. Dannel, have just passed all the requirements of an American citizen and have receipts to that effect. Congratulations.

Taking advantage of the "two for the price of one" slogan, A. Gerritson and J. Schnell, of the Winding Room, joined forces and blossomed forth on Easter Sunday in full dress regalia—suits to nuts.

Checking up on some of our old friends and former employes we find Paul C. Long is now employed by the Pacific Pump Works in Huntington Park. J. Bakesef, has joined forces with his brother in the furniture business at 42nd and Broadway.

H. Seivers, Trimmer, Stripper, Carpenter, Curtain Man or what have you, is now doing time in the Sheet Metal Shop to the extent of a second-hand Hupmobile which he purchased last week. The old Jewett has gone west at last.

R. D. Perillard is a newcomer in the Mill, replacing A. Normand, retired Millwright.

Sig Berg, just one more good man from Inglewood, graces the personnel of the Upholstering Department.

We are wondering what kind of friends Bill Stulken, the head man of the Sheet Metal Shop, has that will call him up at two o'clock in the morning to go on a party. Better get some dark glasses Bill.

The third trip to the altar should be enough for Carpenter Dave Rineheart, but we are in receipt of the knowledge that he is receiving those fatal perfumed letters again. We fear poor Dave is slowly being charmed and his weak moment is getting weaker.

Carpenter C. F. Lamb, suffered a few days in bed on account of a strained

back resulting from spring house cleaning.

Last March 25th being our big eagle day or the day of the ghost walk, our Carpenter friend, Fred Domeika, mustered up enough courage to drive his machine to work, and George Hoffman and L. Campbell had the nerve to ride with him to the bank. But no more! Campbell has lost his hump and Hoffman's curly hair has lost its kink. What a joy-ride.

Little Iva Darlene Hale loves her teddy bear and doesn't care who knows it. She is the eighteen months old daughter of J. D. Hale, Progress Clerk, South Park Shops.



Truckman M. Christensen has a side line to keep him out of mischief on Saturdays and Sundays. The first requirement was an old "27" Ford with which to transport his goods. He then gave a free ride with each bottle. If you don't think so just ask his friend John Glynn who has been confined to his home for the past three weeks. Don't get me wrong, he is selling perfume.

Speaking of bootlegging, Truckman J. Mathis purchased a new pair of work shoes and finds that all is not leather that squeaks. Of course one could expect nothing more than paper soles for the price of one dollar.

Painter R. Hayes has been transferred to Division One.

Introducing three new painters in the Paint Shop: A. Munzing, J. E. Geiger and H. E. Jones.



## Motor Coach Division

J. H. McCORNACK

Three men have been added to our personnel during the month of March. J. D. Harmon and our former radio crooner F. A. Barry have been re-employed and R. Mills is the new man.

J. G. Hampstead says a conductor's job is alright if he could do it lying down.

Al Brehm's car isn't working so well now since he gave away his Lord's Prayer.

W. H. Coker wants the company to let him carry a janitor. He is getting tired sweeping out his coach at the end of the line.

M. E. Love got a new hat for Easter. Al Johnson says if a couple of fellows would join him he would have a quartet.

Spring is here. C. H. Merrett was so deeply engrossed in thoughts of his va-



cation that he was absent-mindedly putting dimes in the fare box.

M. G. Jones is with us again after thirty-two days sick leave on account of an appendicitis operation.

Bandits charted a new route for H. L. Turner. They made him drive down to 90th Street and stripped him of everything of value. J. A. Filer was relieved of his cash at 85th and Figueroa.

J. E. Wilson is reported to be a good fisherman. Nevertheless he turned in a bottle of alcohol to the lost and found department.

L. Nowak's car has been laid up for repairs. He says his feet burn. Those feet have a lot of work to do when they're working.

R. W. Long has been unfortunate. He spent twenty-two days on the sick list with an infection in his neck.

We are glad to see D. Garner well again after his absence of over two months.

P. F. Dilley wants to change over so he can be L. B. Chick's conductor.

J. E. Kresge is looking for Kid Brown from Cincinnati.

## GARAGE

As near as "Pop" Lane can understand, that new boy of his wants a bicycle so he is going to get him one.

O. Adams made a nice new container for the white slip on 2401 and mounted it beside the one already installed for that purpose.

George Oliver received a case of eggs and has just found out where they came from.

E. R. Sullivan has been off sick all month. He will be back to work soon. He is well enough now to go fishing.

Spit is a horrid word. Jimmie Dean tried to spit out the window of his car when the glass was rolled up. It was bullet proof glass. Yes, he chews tobacco.

Percy Bozanko has a side line of fertilizing lawns but hasn't been able to make any money at it.

Louie Chiaro had to stay home five days to nurse a touch of "flu."

Troy Ake made a trip to Austin, Texas, to attend the funeral of his brother.

Benny Walters, after an evening of bowling, thought a nice way to get in good would be to pay Doyle's share but the manager informed him that George Oliver had it paid up for the season.

After all these years of experience and a plumbing course at the Frank Wiggins Trade School, Dean Ovard hooked some batteries up wrong.

Jesse Doer and W. Turner do not chew tobacco. Their dentist makes them look that way. Willie also likes his doctor.

Don Johnson had a Stearns Knight. He decided to get a Willys Knight. He had it one day and ran into a couple of cement posts, completely demolishing it. No one was hurt but Don's feelings. He now has another wreck-proof Stearns Knight.

Believe it or not; Walt Powell has moved again.

John Marvel fixed his radio so he could get the police broadcast. He heard a call close by so drove over to see the excitement. The police worked him over so thoroughly that he almost had to produce his birth certificate to get away.

Edward Morey's girl friend wanted to go horseback riding. Morey luckily tried

it before he took her and fell off the horse. He then induced a friend to give him lessons and reported to the girl friend that he was Tom Mix the second. Away they went for a ride. So thoroughly did he instruct her on how it was done that she galloped off and left him. He tried to follow but fell off again. She finally told him that she was raised on a ranch.



H. K. CONACHER

## DIVISION ONE

G. L. King is at present off on sick leave with a broken bone in his foot. We all join in wishing Gail a rapid recovery.

G. A. Smith spent several days on sick leave due to an attack of influenza. With the assistance of an undertaker he is again back on the job.

Geo. Atkins is busy building a bird aviary, he says that he will put in his spare time raising canaries and let the other fellows do the fishing.

Tom Doolittle had better stay with switching and leave the carpenter work alone, he built a playhouse for his little daughter and when it was finished, decided he had better use it for a dog kennel.

## DIVISION TWO

Jack Sottill's wife has returned from her trip to New York and reports having had a wonderful time while visiting with relatives and friends.

"Doc" Mullins and party were among those present at the Cubs-Giants baseball game, played at Avalon, March 6th.

E. Shaw was forced to lay off five days last month due to an attack of rheumatism.

J. E. Griffith and family enjoyed a recent week-end visit with friends near Hemet.

J. T. Marsden has obtained his final naturalization papers and is now anxiously awaiting the time when he can exercise his right to vote.

A. Duncan, Assistant Night Foreman, is now sporting around in a new Chevrolet sedan.

After a three weeks struggle with "Old Man Flu," Dan Yates has returned to work.

We are all glad to learn that Mrs. G. A. Waggoner is recovering from injuries received in an accident.

## DIVISION THREE

E. C. Muse and family spent a recent Sunday in the snow at Big Pines.

Joe Kincannon has a "Chevy" now, oh well, spring is here and walking is good.

## DIVISION FOUR

G. W. McCay, Carpenter, is still on sick leave, but hopes to be back on the job again very soon.

The Mechanical Department wish to extend their sympathy to Mr. and Mrs. J. J. Inman and family on the passing away of Mr. R. C. Hopkins, father of

Mrs. Inman, and formerly a Watchman at Division Four.

## DIVISION FIVE

G. P. Macqualters, Assistant Foreman, has returned home from the hospital and is feeling fine.

N. Land is at present in the hospital recuperating from a minor throat operation.

After ten days off on sick leave with an injured eye, O. Dewberry has returned to work.

Otto Schmokel spent last Sunday amongst the wild flowers in Soledad Canyon.



H. I. SCHAUBERT

A couple of strangers, who certainly did not know Bill Staffer, drove up to Bill's job on Santa Fe Avenue the other morning and started to load their truck with ties. They were making wonderful time loading, when Bill discovered them. Needless to say, they established a record for unloading.

Sam Sommers recently underwent an operation for hernia. Am ashamed to say that I have not seen Sam to report on his condition. But, since no news is good news, (the only redeeming feature of this column), expect to hear of Sam's speedy recovery.

E. Koehn, son-in-law of Pete Goodas, is the new watchman on Pat Jink's gang.

Lawrence Harvel is Jim Sperry's new night watchman. Harvel replaces Lee Lewis, who has left the service of the company.

Carrol Thompson, who will be remembered as a former member of Andy Egan's squirt-eye crew, is operating Spider Will's compressor. Spider is now convinced, after several weeks meditation in the Queen of the Angels Hospital, that a moving street car is not to be stopped by leaning up against it.

Frank Putnam recently purchased a low wave radio. After listening to the crackling of static for a few minutes, Cal Simmons pronounced it an excellent set—That you could get the Chinese-Jap war any place on the dial. Frank has now changed back to long wave. Which also means longer sleep for Frank.

A work order was recently issued, and approved, (not however by Chic Sale) for installation of some modern plumbing equipment in the special work yard—Harry Diebert, who argues that this country was a desert once, and to desert must return, was not particularly pleased to have the many interested onlookers find out, upon the completion of his work, that he had connected up to an abandoned water line.

Sam Bevilacqua wore a shamrock on Saint Patrick's Day. He is still Scotch however, it was given to him.

Sure signs of spring—Harry Snow and Bill Swearingen reading fishing magazines—Ed Fleming and Cal Simmons fixing up their beach cottages—Austin Fleetwood finding fault with his car so he will have an excuse for overhauling it—Ho! Hum!