

TWO BELLS



February's Great Men

We should never despair. Our situation has before been unpromising, and has changed for the better; so, I trust, it will again. If new difficulties arise, we must only put forth new exertions, and proportion our efforts to the exigencies of the times.

—George Washington.

Intelligence, patriotism, Christianity, and a firm reliance on Him who has never yet forsaken this favored land, are still competent to adjust in the best way our present difficulty.

—Abraham Lincoln.



EDITORIAL

Safety On and Off the Job

A SPEAKER at the Twentieth Annual Safety Congress said that one of the reasons for so many accidents at home and on the streets was that so many people who practice safety at work, forgot about it when the whistle blew.

He said also that the records of his company showed that for every employe injured on the job, three were hurt outside the factory gates. This is something to think about!

Most of us are thinking about safety when we are on the job. Our bulletin boards remind us, our Superintendents and Foremen are constantly cautioning and instructing us; fellow employes warn us if they see us on the edge of danger.

But once off the job, we let down. If there's a good program on the radio, a good story in the magazine or something else more interesting to do, we put off until another day the repair of a worn electric cord, or a gas leak in the stove, or some other repair about the home, which if done, will save an accident.

And when we are on the streets, we are apt to be forgetful of safety precepts, and take the chance that results in an accident.

YOUTH is not a time of life— it is a state of mind. It is not a matter of ripe cheeks, red lips and supple knees; it is a temper of the will, a quality of the imagination, a vigor of the emotions; it is a freshness of the deep springs of life.

Youth means a temperamental predominance of courage over timidity, of the appetite of adventure over love of ease. This often exists in a man of fifty more than in a boy of twenty. Nobody grows old by merely living a number of years; people grow old only by deserting their ideals. Years wrinkle the skin, but to give up enthusiasm wrinkles the soul.

Worry, doubt, self-distrust, fear and despair—these are the long, long years that bow the head and turn the growing spirit back to dust.

Whether seventy or sixteen, there is in every being's heart the love of wonder, the sweet amazement of the stars and the starlike things and thoughts, the undaunted challenge of events, the unfailing childlike appetite for what next, and the joy and the game of life.

You are as young as your faith, as old as your doubt; as young as your self-confidence, as old as your fear; despair.

In the central place of your heart there is a wireless station; so long as it receives messages of beauty, hope, cheer, courage, grandeur and power from the earth, from men and from the infinite, so long are you young.

When the wires are all down and all the central place of your heart is covered with the snows of pessimism and the ice of cynicism, then are you grown old indeed and may God have mercy on your soul!—*Author Unknown.*

TWO BELLS

A Herald of Good Cheer and Cooperation

Published Monthly by and for Employees of the Los Angeles Railway

Volume Thirteen

February, Nineteen Thirty-two

Number Two

JANET C. McNEILL

Publicity Manager and Editor

New Slauson Substation



The new Slauson substation contains the latest electrical equipment for converting power received from the power company suitable to the railway purposes. It is equipped with two 1500 KW rectifiers which are noiseless in operation. The station is fully automatic in its operation and without attendants. Control wires lead into the Central substation at Sixteenth and San Pedro Streets giving full control over all equipment including indication by lamps whenever a breaker opens at the substation, or whenever there is an interruption in power to trolley circuits.

The old substation at this site had to be torn down owing to street improvement work and consequent condemnation and the company had to relocate and build this new substation back of the new street line.

The designs of the building and of the installation of the equipment of this new substation were made by the Engineering Department of the company and are considered the last word in street railway substation design and installation.

Year's Work of Engineers

The following extensions were completed and put in operation during the year: Grand Avenue, Jefferson to Santa Barbara; Main Street, Slauson to Florence; West 48th Street, 5th Avenue to Crenshaw Boulevard.

The greater part of our 1931 program was consumed in making track changes on account of City improvements, such as the opening and widening of streets, change of grade and the construction of viaducts.

The following jobs were made necessary account opening and widening of Washington Street from Figueroa to Alameda: The renewal of special work and curves at Figueroa, the renewal of curves at Flower Street, the shifting of tracks to new location between Figueroa and Flower, the reconstruction of tracks across the intersections of Maple Avenue, Griffith Avenue and Hooper Avenue.

The widening of Manchester Avenue caused the reconstruction of the intersection of Vermont Avenue and also the intersection of Broadway.

Owing to the change of grade and widening of 8th Street, it was necessary to reconstruct and change line of tracks from Vermont Avenue to Western Avenue.

The widening of Santa Barbara Avenue caused the shifting of tracks between Grand Avenue and Figueroa.

The construction of the Fourth Street Viaduct necessitated the construction of tracks over this structure from Merrick Street to Anderson Street, and the rearrangement of tracks on Mateo Street from Third Street to Palmetto.

A very important improvement was completed in the lowering of grade on South Broadway from 93rd Street to 113th Street and the dedicating of one-half of our private right of way for street purposes.

Another important improvement un-

Suggestograms

The work of Committee of Award for suggestions is complicated and much unnecessary work is demanded in some cases because of the fact that several suggestions, frequently on different subjects, are found on the same blank.

Employees are requested to use a separate blank for each suggestion.

The Award Committee has been busy examining the recommendations made by the various subcommittees, and the Committee hopes that it will be able to make announcements of some of the awards before the last of February.

News Items

The company is leveling its right of way and lowering its tracks on Redondo Boulevard from Market Street, Inglewood, east to Prairie Avenue, to conform with the surface of the newly constructed boulevard, thus cooperating with the improvement plans of the city of Inglewood.

der way is the opening of Third Street from Columbia Avenue to Vermont Avenue.

Tracks have been removed from Figueroa to Columbia to facilitate the cutting down of grade. However, this job has been held up by court proceedings on the part of some of the property owners.

This improvement also caused the raising of tracks on Rampart Boulevard, approximately five feet.

The separation of grade at San Fernando Boulevard and Santa Fe Railway was completed. The Los Angeles Railway formerly maintained this crossing and had to remove same and replace with through rail, also contribute \$45,000.00 toward the cost of this improvement.

The change in line of Virgil Avenue caused the reconstruction and paving of tracks between Clinton Street and Fountain Avenue.

Tracks were abandoned and removed on University Avenue from Jefferson Street to Exposition Boulevard.

Twenty-five layouts of special work (includes crossovers) were changed during the year, account worn out or changes in service.

Garage:

During the year five automobiles and eight trucks were replaced.

Automobiles and trucks traveled 1,213,732 miles.

132,321 gallons of gasoline and 1,827 quarts of oil were consumed.

Nine new coaches were purchased.

Coaches traveled 6,741,724 miles, and consumed 1,502,294 gallons of gasoline and 25,539 quarts of oil.

Electrical:

New Slauson Substation with two 1500 KW mercury arc rectifiers was completed.

Thirty-six miles of single track overhead trolley wire was renewed, which required 97,600 pounds of trolley wire.

52,275 pounds of 1,000,000 cm and 30,630 pounds of 600,000 cm feeder cable was installed.

Motor Coach News

Effective February 8th, Los Angeles Motor Coach Company will commence a new line, decided upon some time ago, to be known as Crescent Heights Boulevard Motor Coach Line, as a trial service for 60 days, over the following route:

From Wilshire and Fairfax, thence via Wilshire, Crescent Heights, Blackburn, Sweetzer, Fourth, La Jolla, Lindenhurst, Fairfax to Wilshire.

No night, Sunday or holiday service will be rendered. This line is outside the limits of the 10c joint or bus ticket.

Summary of Engineering Dept. Work for 1931

Mechanical:

Passenger and service cars overhauled.....	296
Passenger and service cars, wrecks repaired.....	289
Passenger and service cars, miscellaneous repairs.....	302
Total number of cars through South Park Shops.....	887

Motor coaches overhauled.....	62
Company automobiles repaired and repainted.....	42
Built and installed truck bodies and cabs on White coach chassis.....	2
Car wheels scrapped, 24".....	69
Car wheels scrapped, 26".....	4
Car wheels scrapped, 30".....	2,304
Store orders completed.....	3,412
Work orders completed.....	127
MM requisitions issued.....	805
Interdepartmental authorizations completed.....	1,881
Inspection cards checked.....	37,503

Snow!



No sir! this car did not come down from the mountains—it is old 1157 and was doing its regular duty on the "H" Line when it got all snowed up—its feet wet in the ice and snowy slush of Los Angeles streets—and this is the condition in which it arrived at the barn on the morning of January 15th, the day of the big snow.

When the present generation has lost its teeth and is swapping yarns of the good old days, there will be many a tale begun with the words, "Do you remember the day it snowed?"

Of course, the company has not yet ordered snow plows, but if the winter snows keep up, it might be compelled to add such equipment.

Met With Accident

M. W. Ramsay, Supervisor, was off for a week in January on account of injuries received in an accident.

Celebrate Birthdays

Two beloved officers of our company celebrated their birthdays within the last thirty day period. The first was G. J. Kuhrts, our president, on January 10th; the other was C. A. Henderson, our secretary-treasurer, on February 1st.

The many friends of both men in the company tendered them their hearty congratulations and good wishes. Mr. Kuhrts and Mr. Henderson have been with the Los Angeles Railway since its organization.

Complaints Are Fewer

January, with 110 complaints, shows a decrease of 9 from the December total of 119.

Discourtesy decreased 8, Starting Too Soon 7, and Fare and Transfer Trouble 1. Carrying Passengers Past Stop gained 3 and Short Change increased 4. All other classifications remained the same for January as they were in December.

Comparative figures are as follows:

Classification	Loss		
	Dec. 1931	Jan. 1932	or Gain
Discourtesy	23	15	- 8
Fare and transfer trouble.....	49	48	- 1
Starting too soon.....	10	3	- 7
Passing up passengers.....	7	7	0
Carrying passengers past stop	3	6	3
Dangerous operation	0	0	0
Short change	7	11	4
Service	2	2	0
Miscellaneous	18	18	0
Totals	119	110	- 9

Commendations Also Decrease

January shows only 53 commendations against 57 for December.

The number of men commended at each Division was: Division One, 15; Division Two, 16; Division Three, 25; Division Four, 5; Division Five, 17.

Who They Are

Right hand picture, Division Two: Top row, left to right, Conductors O. C. Deniston; J. Dennison; C. I. Jones; Motorman K. Poppe. Lower row: Conductors K. E. Sloan; F. Habich; Motorman A. M. Jones and Conductor F. A. Geel.

Left hand picture, Division Four: left to right, Motormen W. Brotherton; J. Z. Gascon; Conductor W. N. Cline; Motorman J. J. West; Conductors J. G. Newell; E. T. Smith; A. A. Goldsmith.

Inset in oval: Motorman Dave Rogers of Division One.



Winners of Fifth and Sixth Safety and Courtesy Contests

Division Two

By T. Y. DICKEY

Superintendent Division Two

K. E. Sloan hails from Kansas. He was once a bottler, but owing to certain amendments, took a fling at the Santa Fe. Along about 1919 he decided Los Angeles was a good place to park permanently.

F. Habich has a reputation for repeating on everything in the line of good conduct. He decided this was a good place to stick in 1919 after finding out what it was like to be a soldier.

A. M. Jones is from the "Show me" state, and found this the best place to stick around in 1919. Prior to that time he farmed "them river bottoms" in old Missouri.

F. A. Geel was a Safety Operator at Division Four from 1921 to 1926, at which time he started working double at Division Two. He is an expert at flipping his own "flapjacks" in the early morning.

O. C. Deniston has worked off and on, here and there, as conductor for several years, but decided to gather moss at Division Two in 1919.

J. Dennison is another who decided in 1919 that this was a fine place to tarry. Prior to that time he hailed from the other large city—New York, which goes to show that he knows the advantages of Los Angeles.

C. I. Jones is another from the "Show me" state, and for a long time

thought the Santa Fe Railway sounded quite nice, but along about 1919 he decided after some war time experience that the Los Angeles Railway sounded better.

K. Poppe just naturally gravitated from Berlin to Los Angeles, bridging the Atlantic, but the Pacific stopped him. He joined up in 1919. He is just out of the hospital, having been unfortunate enough to be in the path of one of those speed hounds not long ago, but is well on the way to complete recovery.

Division Four

By L. L. WIMBERLY

Superintendent Division Four

Motorman W. Brotherton—employed April 15, 1914. This young fellow came a long ways to go to work for the Los Angeles Railway, having come here from Scotland. After working many years on the "C," "P" and "N" Lines, at our last shake-up he decided he would take it easy for a while, so took a run on the West First Street Line. Brotherton has always maintained a very good record, and practically every year receives extra bonus. When he decides that the mag cars are a little too slow, he takes a day off and drives out in the country for a trip in his new Ford.

Motorman J. Z. Gascon—employed January 3, 1906. Joe, as he is known by everyone, is one of our most re-

liable motormen on the "C" Line. The office force seldom knows that he is on the job, as he never does anything to be reported for. Before going to work for the Los Angeles Railway Joe was a professional wrestler and there were very few who could throw him, and since going to work for the Company, there have been very few who could beat him in the operation of his car. He always gets extra bonus money.

Conductor W. N. Cline—employed July 21, 1905. Warren is another one of the old timers with the Company, having entered the service 27 years ago. During this time he has filled the position of conductor with the exception of a few years when he was a towerman. Warren is a very steady worker, and when off duty enjoys nothing more than being home with his family. He is a brother of Herman Cline, who was at one time Foreman of Division Four, and later, Chief of Detectives, Los Angeles Police Department.

Motorman J. J. West—employed December 11, 1912. Before entering the service of the Los Angeles Railway, J. J. worked as a motorman for some time with the Metropolitan Street Railway Company, in Kansas City, Missouri, and before that, had put in several years farming. Although J. J. is one of the top men on the seniority list, he has preferred, for the past several years, working the "P" Line owl. No doubt the owl run agrees with him as he has picked up several pounds weight.

Conductor J. G. Newell—employed

More About Division Four

January 11, 1899. Before going to work for the Los Angeles Railway which was some 33 years ago, Newell was a clerk in a hotel. He is one of the old timers with the Company, having put in most of his time at Division One, transferring to Division Four when the "N" Line was transferred about two years ago. He is the only man on the system who has never adopted the use of a changer.

Conductor E. T. Smith—employed April 21, 1906. Larry, as he is known by all, is one of the old timers on the "C" Line. If he ever chooses a run on another line he will have to break-in. Larry had three years street car experience before entering the service of the Los Angeles Railway, having worked as conductor for that period in Boston, Massachusetts. He is a very steady worker, but he does like to have Sundays off to spend with his family. His favorite sport is trout fishing.

Conductor A. A. Goldsmith—employed December 8, 1904. Goldie, before going to work for the Company, served as a conductor and motorman for 13 years in Lincoln, Nebraska. At the time we had Division Instructors in 1920, he was chosen to fill that position which he held until that form of instruction was discontinued. When off duty, Goldie enjoys nothing more than taking long auto trips with his family.

Division One

By E. C. WILLIAMS

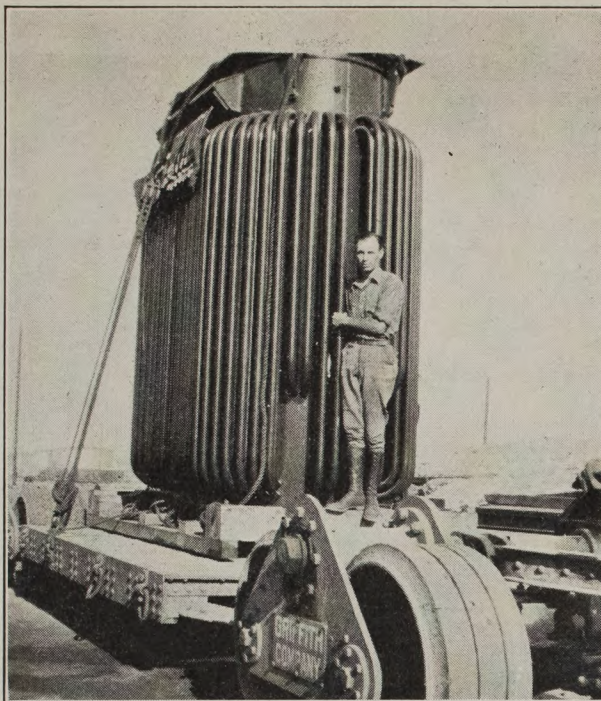
Superintendent Division One

Motorman Dave Rogers is the lone ace of Division One, being the only lucky winner of two banquet tickets in succession. Dave is a native son, having been born in Grass Valley, California. He was employed as motorman at Division Two on August 1, 1911, and when Division Five was opened in 1913, transferred to the new Division. Then on November 24, 1920, he traded seniority with a Division One man and has been here ever since.

Banquet to Winners

As Two Bells goes to press, the announcement comes of the date of the banquet to the winners of the Sixth Safety and Courtesy Contest and so the burning question, "When do we eat?" will have been answered on the night before this issue is on the news stands.

As this is written, arrangements are going forward for the usual fine dinner with Harry Tuttle as chief caterer. Our Traffic Manager, C. V. Means, has already arranged for a wonderful evening's entertainment, so we know that a good time was had by all.



This trailer weighs 28,525 pounds and the Electrical Construction Department truck did some "tall barking" when it was obliged to pull this 30,000 pound transformer. The transformer was installed in the new Slauson Substation.

Ed Gregory is trying to estimate the amount of road he will need to make a right hand turn.

Make Zone One Safe

By J. C. COLLINS

Supt. Meter-Mileage Department

It seems difficult for some of our men to grasp and hold to the scheme of things as a whole. They have no trouble in observing those rules which are in their favor. The rules most commonly violated are those which interfere in some way with their comfort.

I do not say the rules are purposely violated, because most of these men are loyal. There is no question about that. I think, however, that they have the wrong viewpoint, and that the first and most important thing in their minds is making the schedule, while the real purpose of our existence is to give the people who wish to ride on our cars a chance to board, then transport them safely to their destinations.

Instructors or Supervisors are just as likely to concentrate their attention on certain phases of the work, and neglect other features which may be important. The Instructor knows that if the trainman follows his instructions in correct operation practically all rules will be observed and most of his trouble eliminated. But, does he know whether or not the men are following those instructions? Does he know if the motormen are making smooth, easy starts and adjusting the speed so late arrivals may board in safety, or if they start so fast as to cause people on the car to lose their balance, and ignore those who may wish to board?

Every one of us must consider each

passenger stop sign as if it were a station where people came to do business with us and where we are supposed to look for that business. The importance of these stations depends upon the number of people handled there.

In pulling away from a station, where people are standing in the safety zone, remember your rear steps must pass them, and late arrivals, or people who were not allowed sufficient time in which to board, may attempt to catch the moving car. They are liable to fall or may knock down some person who is standing in the zone. There is but one way to handle a situation of this kind and that is, do not feed controller past series notches until car has cleared danger point. Any man who is conscious of the danger existing at his steps knows how to handle such combinations safely.

I would advise Instructors to make half hour observations of all cars leaving some of the busy uptown corners to find out if the men recognize conditions and are following their instructions, or if they fail to see the things they should see and are running away from our patrons.

There are far too many falls in cars, and too many falls in boarding moving cars, due to the speed in getting away from busy corners. The boarding moving car accidents in eight cases out of ten are chargeable to faulty observation on the part of the motorman. If he is looking for the passenger he will see him. The taxicab driver who is on the lookout for a fare has no trouble seeing one, even when in a crowd, and we are no less capable.

Year's Report of Merit System

The report of the Merit System for the fiscal year 1931 shows a noticeable increase in the assessment of demerits on several classifications.

Many of these classifications cover vitally important features of operation and violations of these particular classifications will be very carefully checked during 1932.

Below is a table of the particular classifications referred to which have been subject to an increase of demerits assessed during the fiscal year 1931 as compared to the fiscal year 1930:

Classification	Total for 1930	Total for 1931
Ahead of Time	805	1005
Passing Up Passengers	215	394
Bells (No. 7 in 1931 Classification)	537	599
Not Calling Streets	154	449
Smoking	372	431
Unnecessary Conversation	169	656

On the other hand, it is very gratifying to note a decrease in the number of demerits assessed during 1931 as compared to 1930 in the following classifications:

Classification	Total for 1930	Total for 1931
Dangerous Operation	207	173
Clerical Errors	555	449
Going Against Traffic Signals	882	871
Away From Position	236	234
Missing Out or Missing Relief	1081	862
Calling For Bells Too Soon	272	92

Lary Bowlers

The Los Angeles Railway Bowlers lost seriously in the forepart of January but finished by taking three points from the Pratte Jewelers which leaves them in second position from which they stubbornly refuse to be lowered. Schmit Shoe Shop is in the lead and not too far away. Iron man Oliver lived up to his reputation in the January 4th game by establishing a high score for the season of 222. These boys are worth watching. They bowl every Monday evening at Broadway and Manchester.

Results of games are as follows:

	1st	2nd	3rd	Tot'l	Pts.
Dec. 28, 1931—					
Mecca Sweet Shop	798	791	751	2340	1
L. A. Ry.	800	788	778	2366	4
Jan. 4, 1932—					
Schmit Shoe Shop	860	791	873	2524	3
L. A. Ry.	768	879	848	2495	1
Jan. 11, 1932—					
Ideal Cleaners	883	765	734	2382	4
L. A. Ry.	841	762	711	2314	0
Jan. 18, 1932—					
Harris Fords	801	834	774	2409	4
L. A. Ry.	755	753	770	2278	0
Jan. 25, 1932—					
Pratte Jewelers	743	802	797	2342	1
L. A. Ry.	836	882	763	2480	3

Games scheduled between now and next issue of Two Bells:

- Feb. 15, Ideal Cleaners.
- Feb. 22, Harris Fords.
- Feb. 29, Pratte Jewelers.
- Mar. 7, Mecca Sweet Shop.



Elected
President
Square
And
Compass
Club

At the annual dinner of the Square and Compass Club held on Saturday, January 16th, Daniel Healy, Chief Instructor, was elected President by a large majority. Danny has been prominent in Masonic activities for a good many years and has a host of friends both in and out of the Company.

Other officers elected were: M. E. McCune, First Vice-President; J. H. Miller, Second Vice-President; C. A. Harwood, Third Vice-President. The following officers were re-elected: C. A. Henderson, Treasurer; D. H. Johnston, Recording Secretary; Julius Blum, Financial Secretary; A. G. Rex, Marshall.

The election was preceded by a dinner, held in the banquet room in charge of the wives of members of the Club.

At the meeting to be held Saturday, February 20th, in the Masonic Temple, Pico and Figueroa Streets, the Club will have the pleasure of listening to a very noted speaker, so it is promised. There will also be some initiatory work.

Posies for 1931

"Oh, you'll not be any poorer if you smile along your way,
And your lot will not be harder for the kindly things you say.
Don't imagine you are wasting time for others that you spend;
You can rise to wealth and glory, and still pause to be a friend."

During 1931 the Company received letters from patrons commending 493 men for acts of courtesy and safety in the line of duty on cars and coaches or on the streets. One hundred and fourteen of these men received two or more commendations.

The number of men at each Division receiving commendations is as follows:

Div. One	Div. Two	Div. Three	Div. Four	Div. Five	Motor Coach
68	101	151	86	82	5

Even though letters commending only 493 men were received the Management realizes that many courtesies were extended by trainmen to patrons who did not take the time to write to the Company about them.

Signal Honor

A. F. Baldwin, Towerman at Second and Spring and one of our old timers, having started in 1899, was recently elected to the position of Department Commander of the Patriarchs Militant, uniformed rank of the Independent Order of Odd Fellows for the State of California. This position carries with it the title of Major General and is for a term of three years. This distinction came to General Baldwin because of his popularity throughout the state in the order whose three links stand for Friendship, Love and Truth.

Veterans Club

At the meeting of February 11th of the Los Angeles Railway Veterans Club, officers for the coming year will be elected. This meeting will be held the day after Two Bells is off the press so that the announcement of the officers elected will be made in March Two Bells.

At the last meeting of the Los Angeles Post Canadian Legion, R. M. White, of the main office, was one of the candidates initiated. Comrade White served with the 50th Battalion in France and was a member of the famous Canadian Maple Leaf Concert Party.

Son of Fred Andrus Honored in DeMolay

F. Marion Andrus, son of Fred Andrus of the Electrical Repair Department, was recently installed by the Southwest Chapter, Order of DeMolay, as the Master Councilor of that Chapter. Marion formerly worked for this company in the Winding Room at South Park Shops.

This news item brings to mind the fact that Fred Andrus is one of the real old timers at the Shops. Fred's memories run away back some twenty-eight years to the time when the late H. E. Huntington decided that "Old Man Short's" barley field would be a good place to build his Shops and proceeded to do so. Fred decided that he could work harder and live longer by taking a job in those Shops and it has worked out very well as Fred is still going strong.

Tokens Swing into Action

The Los Angeles Railway Girls Basketball Team, known as the "Tokens," is now in full swing for the 1932 season in the Industrial Recreation League playing at the Echo Park Playground.

In the opening game, played against the Southern California Edison Company on January 26th, the Tokens lost by a score of 37 to 22. In this game the Lary team was greatly handicapped as Emma Blossil, captain, was just recovering from a broken finger received during a practice game, and Kay Withers, one of the outstanding guards, was ill with influenza and was unable to play.

While Two Bells is on the press the February 4th game, between the Tokens and R. G. Dun Company, will have been fought out with the Tokens victors, we hope.

One loss does not make a season and, as a change has been made in the line up, they promise some speedy games. A good schedule for the season has been arranged and the girls will be greatly encouraged in their dash for first place by the attendance and hearty cheering of basketball friends and fans from the company.

The following is the schedule of the games for the Tokens for the balance of the season:

Thursday, February 11th, Larys vs. St. Joseph's Club, at Echo Park.

Thursday, February 18th, Larys vs. Polytechnic "Owls," at Echo Park.

Tuesday, February 23rd, Larys vs. Western Auto Supply, at Echo Park.

Thursday, March 3rd, Larys vs. Polytechnic "Night Hawks," at Polytechnic.

All games will start promptly at 6:15 P. M.

Sunrise Post Awards Legion Medals

Sunrise Post, American Legion, on January 22nd, made the American Legion awards to one boy and to one girl in the Robert Louis Stevenson Junior High School and in the Hollenbeck Junior High School. The recipients of the citations and medals were Alma Reynolds and Betty Hambleton of Stevenson High and Irving Friedman and Mildred Carll of Hollenbeck High.

Selection of the pupils is made jointly by the principal of the schools and the Americanization Committee of Sunrise Post and the award is made to those students who excel in high standards of citizenship—honor, courage, scholarship and leadership. The medals are provided by the national organization of the American Legion and are much sought after by schools and students.

Sunrise Post was represented by Supervisor E. G. Gilmore who made the awards. The ceremonies attendant upon the awarding of these medals by Sunrise Post were very impressive and were witnessed by about fifteen hundred people.

"How's Business?" "I'll Say It's Good."



That is what you hear around the Car Barn Cafe where Harry Tuttle dispenses the kind of food that mother used to cook. Harry has put on some specials that fit any pocketbook or appetite—breakfast from fifteen cents up; lunch from a quarter up; dinner from thirty-five cents up; lunch and dinner are full course, from soup to nuts and full of calories.

Division Assignments

To Division Three: Motorman H. A. Cowger and Conductor J. L. Patten.

To Division Five: Motorman G. G. Gifford.

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

Division	Loss of Courtesy		Loss of Safety	
	Motormen	Conductors	Motormen	Conductors
One	0	0	9	0
Two	0	2	16	1
Three	1	0	12	3
Four	0	0	13	3
Five	0	0	5	1
Totals	1	2	55	8

Safety operators are listed as motormen.

LAFFS

A motorist, who was picked up unconscious after a wreck, opened his eyes as he was being carried into a garage nearby and began to kick and struggle. When he was afterwards asked the reason for his strange behavior, he explained that the first thing he saw when he opened his eyes was a "SHELL" sign and that "some darn fool was standing in front of the S."

Small boy (to his father): The world is round, isn't it?

Father: It is.

Boy: Then if I wanted to go east I could get there by going west, couldn't I?

Father: Yes, and when you grow up you will be a taxicab driver.

"Mrs. Blimp is a very careful mother, isn't she?"

"Very. She wanted to know how many calories wild oats contain before she would let Jack sow any."

Cop—What in the world are you looking for?

Man—I'm looking for my pocket knife which I lost down the street there.

Cop—Then why don't you go back and look for it where you lost it?

Man—Because there's more light here.

"Economy has taught me one lesson. By denying myself of tobacco, movies, ice cream and a few other luxuries for the last 10 years I accumulated \$1,564.32."

"That's great. What are you going to do with the money?"

"I won't have to decide that question—the bank failed."

Dear Old Lady—Captain, would you please help me find my stateroom?

Captain—Have you forgotten what number it is, madam?

Lady—Yes, but I'll know it if I see it again; there was a lighthouse just outside the window.



BOUQUETS

For Supervisor A. T. Harless, (no picture), and for (1) Conductor B. E. Clark and (2) Motorman R. Deucher, both of Division Four, as follows:

"We, the teachers of Hammel Street who had charge of the children of our school who were invited to the Shriners' Christmas Party, wish to express our appreciation of the service rendered us and the children by the motorman, the conductor and the supervisor who made up the crew of our special car. We felt that the children were in good care and the men were very kind and thoughtful of the little folks.

"As we went down Broadway the supervisor pointed out the most interesting sights to the children, and as this was the first time some of the youngsters had been downtown the ride was full of thrills.

"Again expressing appreciation, we are,

Very truly yours,

Alzina Ardis Stoner
 Rachel M. Deuel
 Alma Kinkaid
 Louise Blodgett
 Georgia Febbs
 Ada G. Moothart
 Sue May Bruckner."

Another special commendation for (3) Motorman F. J. Cimmino of Division Three, (4) Conductor H. E. Cumberly, (5) Motorman S. Ashworth, (6) Motorman B. S. Hopkins, (7) Motorman L. Ogle, (8) Conductor E. G. Biddlecomb, (9) Motorman T. Walsh, (10) Motorman F. A. Techmeyer, (11) Conductor R. A. Clapp, (12) Conductor G. V. Russell, Conductor J. Villenave, (no picture), and Conductor A. E. Vejar, (no picture), all of Division One, is as follows:

"The thoughtful consideration on the part of the street car operators

operating cars on Ramona Boulevard, has been so fine that we wish to express our appreciation.

"These men have cooperated with us in every possible way in making the crossing in front of the Harrison Street School, at Ramona Boulevard and Marengo Avenue, safe for the children.

Yours truly,

Wilhelmina Van de Goorberg,
 Principal,
 Howard A. Glenn,
 Deputy Sheriff."

For (13) Conductor A. A. Burlingame of Division Two from Sarah E. Bastajian for his clear, distinct accent in calling the streets and in answering the many questions of patrons.

For (14) Conductor E. V. Muckey of Division Four from L. B. Wilson for giving a thankless man enough money to pay his fare, and for his fine courtesy to a blind man.

For (15) Motorman G. Searl and (16) Conductor D. C. Bassett, of Division Three, from the Misses Mary and Genevieve Wilson for courtesy and efficiency in watching out for their safety. They wrote: "The fatalities due to the motorists' disregard for the safety of passengers getting on and off the street cars would make a much longer list if it were not for the care exercised by such faithful employes of the Lary Company."

Conductor Bassett was also commended by Mrs. J. DeRose for special courtesy shown to her.

And again Conductor Bassett was highly praised by Mrs. George Norman for his gentlemanly and courteous manner and attention to an intoxicated woman passenger when others were laughing at and making fun of her.

For (17) Conductor D. L. Lowen of Division Four from Madeleine A. Carter, of the Industrial Shop for the Blind, for going out of his way to return the change for a ten dollar bill to her when she thought she had handed him one dollar. She also said that many of the trainmen were very helpful and courteous in taking on and off the blind that came to work at the shop.

For (18) Conductor C. E. Landers of Division Three from Mrs. Otto Fenske for waiting for her late at night when she was carrying heavy bags and felt too ill to run for the car. And for (19) Conductor H. E. Tetreault of Division Five, also from Mrs. Fenske for being very obliging and for giving her directions.

Conductor Tetreault is also commended by D. R. Gustavson for his interest in the welfare of passengers, the calling of streets, and his unusual cheerfulness, kindness and courtesy.

For (20) Motorman R. B. Azbell, (21) Conductor H. Bruggerman and (22) Conductor E. W. Park, all of Division Two, from Mrs. Anna McCormick who said that recently during a hard rain-storm she was standing on the sidewalk with her small granddaughter, unable to reach the car without wading through at least a six foot stretch of curb-deep water. Motorman Azbell stopped his car and courteously waited while Conductor Bruggerman waded over and carried the child to the car and then returned for her. Conductor Park was commended for his courteous assistance to her and his kindness to all passengers.

Conductor Park was also commended by George W. Ellis for his politeness and for his "Thank you" to each and everyone.

For (23) Conductor G. E. Kinnison of Division Three from Mrs. M. P. Skau for his calling of all stops and announcing the Hall of Records and

other prominent buildings.

For Motorman W. Dugger, (no picture), of Division Five, (24) Conductor C. C. Cupp, of Division Two, (25) Motorman S. T. Cooper, of Division Four, (26) Traffic Man Carl Gutknecht, (27) Motorman S. Gannon, of Division Three, and Conductor E. C. Peak, (no picture), of Division Two, from Miss E. Anderson for their courtesy, thoughtfulness and efficiency, and for day by day doing their work well, cheerfully and with so much consideration for their passengers. Traffic Man Gutknecht was particularly complimented as follows: "I have never seen him ruffled or disturbed—always quiet and composed, efficient, courteous and thoughtful, handling people and crowds rather marvelously."

For Conductor J. A. Imes, (no picture), and (28) Motorman A. B. Parker, both of Division Three, (29) Conductor C. L. Thompson and (30) Conductor F. A. Keers, both of Division Five, from Mrs. Otto Fenske. Motorman Parker is commended for his safety and precaution at crossings; Conductors Imes, Thompson and Keers for their courtesy and help to passengers and for considerateness.

For (31) Conductor O. J. Allen of Division Three from T. J. Jordan for courteously assisting an intoxicated man to a seat and to the curb when he left the car.

For (32) Conductor L. E. Adkins and (33) Motorman J. H. Schrader, of Division One, from Miss Erma Hart for their cheerfulness and courteousness and for always having a smile and a good word for all.

Conductor Adkins is complimented by S. S. Kain for his kindness and courtesy to his passengers.

For (34) Conductor C. E. Green of Division Two from James A. Cox for his courteous handling of a wrongly punched transfer.

For (35) Motorman J. C. Miller of Division Two from A. L. Littig, General Traffic Manager of the Southern California Telephone Company who said that one of their long distance operators lost a purse containing considerable money and a valuable diamond ring. Motorman Miller found the purse on the street and returned it with its contents intact as soon as he saw her advertisement.

For (36) Motorman A. L. Tucker of Division One from W. D. Campbell for courteously giving his stool to an elderly woman when the car was crowded and she could find no seat.

For (37) Conductor E. Cox and (38) Motorman A. R. Peterson, of Division Three, from Mrs. M. P. Skau who commended Motorman Peterson for holding his car for her, and Conductor Cox for his courtesy to all passengers.

For (39) Motorman J. S. Taylor of

Division Three from Mr. Strickland for extreme carefulness, courtesy and energy.

For (40) Operator J. L. Wismer of the Motor Coach Division from Mrs. H. E. Crawford for his courtesy and cheery smile for all passengers.

For (41) Operator J. W. Faught of the Motor Coach Division from W. H. Ownbey for the extreme interest he takes in his passengers and in his company.

For (42) Operator R. A. Holloway of the Motor Coach Division from Mrs. Esther Pearce for his special courtesy to an elderly woman, for his cheery and obliging friendliness to all, and for operating his coach smoothly and carefully.

For (43) Conductor H. L. Raines of Division Five from Martha Bergh for the "courteous, kind and most considerate" way he explained the proper transfer point to her.

For (44) Motorman L. O. Larson of Division Five from E. Griffiths for utmost courtesy and consideration particularly in a recent downpour.

For (45) Conductor G. S. Case of Division Five and (46) Motorman C. A. Kern of Division Two, from Ralph R. Perry for the unusually courteous and efficient manner in which they perform their duties.

Motorman C. A. Kern also is commended by William J. Gibbons for courteously slowing up his car so Mr. Gibbons could catch it when he was late.

For (47) Conductor W. T. Russell of Division Three from Mrs. Laura A. McClurken for courtesy and considerateness in lending her car fare when she had forgotten hers.

For (48) Conductor T. J. Trabue of Division Five from Mrs. Mary Roedel for loaning her car fare, thereby saving her a long walk back home where she had left her money.

For (49) Conductor M. V. Howell of Division Three from W. M. Syfritt for the courteous and efficient manner in which he handles his work.

For (50) Motorman C. T. Vaughn of Division Three from Mrs. N. E. Wilson for being very careful and thoughtful of his passengers and for paying strict attention to his duty.

For (51) Conductor T. D. Hall, (52) Conductor I. E. Gott, (53) Conductor T. D. LaMay, (54) Conductor W. V. Forbes, (55) Conductor T. J. Mulrine and (56) Conductor W. H. Quam, all of Division Three, from Ella M. Kennedy for courtesy, kindness and helpfulness, especially during our recent "unusual" snowstorm.

Conductor Quam was also commended by E. H. Albertson for courteously and carefully assisting a blind man off the car and across the street.

For (57) Motorman F. F. Chamberlain and Conductor W. H. Quam,

(Number 56 above), both of Division Three, from Doris Varner of the Los Angeles Police Department who said: "This conductor assisted a blind man from the car and safely around the rear of the car to the opposite side of the street. The motorman on this car also did his bit by waiting patiently, without the usual clanging of bells. The loss of time was negligible and such an act adds much to the reputation of your men."

For (58) Conductor D. A. Buzzell of Division Five from Mrs. L. M. St. Jean for kindness, considerateness and cheerful assistance to passengers getting on the cars; also for giving information or directions when asked for.

For (59) Conductor C. A. Mootz of Division Two from E. E. Heflin for the loan of a token for car fare.

For (60) Conductor W. G. Brooks of Division Four from Mrs. Fern Anthony for courteously paying the additional two cents for fare when Mrs. Anthony, who is a newcomer to the city, boarded his car with only a nickel.

For (61) Conductor T. C. Isbell of Division Three from Verdie Daniel who is a newcomer here and was trying to stop a car at a wrong corner. Conductor Isbell, off duty, was driving his automobile and stopped to explain where the loading zone was located.

For (62) Conductor C. J. Etherton of Division Three from Felix Juda for especially courteous service.

For (63) Motorman S. F. Early of Division Two from J. K. Poyas who said that an elderly woman, who had to support herself with a cane, was standing in the middle of the street, between the two car tracks and with traffic roaring by on each side of her. Motorman Early stopped his car and signalled this woman to pass in front and he held his car until she was in the clear across the street, thereby possibly preventing a serious accident or fatality.

For (64) Conductor M. J. Wallace and (65) Motorman T. O. Camack of Division Five from B. Fannemel for especially courteous service during the rainy weather.

For (66) Conductor C. E. Stevens of Division One from Mary K. Van Vleet for his considerateness in seeing that she reached the desired destination.

For (67) Conductor D. A. Soloway and (68) Motorman O. E. Smedley of Division Three from Cornelia A. Crowe. Motorman Smedley courteously held his car while she ran to board it, and Conductor Soloway was very polite and courteous when in her hurry she forgot to pay her fare.

For (69) Conductor T. V. Maitland of Division Three from Mona London for his extremely courteous manner in lending her car fare when she

boarded his car without it.

For (70) Conductor J. Turvey of Division Five from Mrs. C. T. Lindsley for his prompt and efficient thoughtfulness in calling an ambulance to take care of a woman passenger who became ill on his car.



Joe Crook, Jr., Conductor of Division Two, and Miss Henrietta Grover were married on Saturday, January 23rd. Joe returned to work Monday morning and informed us the honeymoon had been postponed until vacation time this summer. We all wish the young couple a very happy wedded life.

* * *

This is a secret, but knowing that trainmen won't tell, will let you in on it. That popular conductor, Jimmie Imes, of Division Three, was married on January 7, 1932 at 12:30 P. M. to Miss Grace Read. We wish them all kinds of happiness, and thanks for the cigars.

* * *

J. A. Simpson, Night Watchman, Division One Mechanical, was married last month in Santa Ana. Congratulations, Jim, and thanks for the cigars.

* * *

Tom Watts, Repairman at Division Four, and son of J. T. Watts, Car Wiring Foreman, South Park Shops, was married to Miss Lena Hayes on January 27th. We congratulate this young couple and wish them a long and happy married life.

* * *

Congratulations are extended to Conductor A. W. Goley, of Division Five, who, on Monday, January 4, 1932, was married to Miss Minnie Thompson of Huntington Park. Mr. and Mrs. Goley are making their home in Inglewood.

Honor Roll

Frank Percy McMurphy, Motorman at Division Five, was placed on the Special Roll on November 10, 1931. Mr. McMurphy was born in Springfield, Illinois, and was employed as a motorman at Division Five on July 11, 1907.

* * *

John Emanuel Hoff, Conductor at Division Three, was also placed on the Special Roll, effective December 6, 1931. Mr. Hoff was born in North Manchester, Indiana, and on February 11, 1914, was employed as a conductor by this Company.



BIRTHS

One of the mysteries of life is the habit some brand new pappas have of keeping the big news to themselves for a week or two. January had arrived and the first week was coming to a close when Conductor M. B. Whitaker reported to the stenographer that an eight and one-half pound boy had arrived at his home on Christmas Day. Congratulations were duly extended and his many friends voiced their best wishes for the baby's future. They have named him Melvin Boyd Whitaker, Jr. The proud daddy is a Division Four man.

* * *

Motorman A. Argue, of Division Four, came into the limelight January 20th when he announced the arrival of a handsome baby girl. The little lady weighed six and one-half pounds and has been named Kathleen Faye. Our sincere good wishes to mother, daddy and baby.

* * *

Traffic Man C. J. Petersen proudly announced the arrival of a handsome baby boy January 18th. Two brothers and two sisters joyously welcomed the little stranger to its happy home. Daddy Petersen emphasized his delight by passing out smokes to all his friends and co-workers. The baby weighed nine and one-quarter pounds and its signature will read, "Christian John Petersen, Jr."

* * *

It was indeed a Happy New Year for Conductor L. P. Larsen, of Division Five, his wife having presented him with an eight and one-half pound baby girl, on Sunday, January 3, 1932. Little Janice and her mother are getting along fine and dandy and daddy has let out the buttons on his chest. Congratulations, Mr. and Mrs. Larsen.

* * *

Carl Schmeizle, Trimmer, South Park Shops, has been receiving congratulations upon the arrival of a baby girl into his family. Mother and daughter are doing fine.

* * *

T. F. Richter of the Motor Coach Division reports a brand new 1932 model baby girl at his home. Dorothy Elinore arrived January 9th and weighs six pounds, fifteen ounces. Mother and daughter are doing fine.

* * *

Louis Boyer, Repairman on the Division Five Mechanical Night Shift, is the proud father of a seven pound son. Congratulations, Louis, and thanks for the cigars.

Journey's End

The many friends and coworkers of Fred W. Buswell, formerly Mill Foreman at the South Park Shops, were greatly shocked to learn of his death on January 14th. Mr. Buswell, one of the old timers, was very popular with the men. George Cleland, Foreman of the Trimming Department was his neighbor and said Mr. Buswell seemed in excellent health and had been working in his garden shortly before his death. Mr. Buswell was born in Lebanon, New Hampshire, and was employed by the company as Mill Foreman on May 8, 1905. He was placed on the Special Roll on March 1, 1930. The sympathy of all his friends is extended to his wife and daughter, who survive him.

* * *

James Joseph Lavin, another old timer of the company, passed away on January 31st. Mr. Lavin was born in County Quince, Ireland, and was employed as a laborer in the Way and Structures Department of this company on November 25, 1896, and was placed on the Special Roll on October 15, 1930. So far as is known he left no immediate relatives.

* * *

Ammon Noah Weikert, who was placed on the Special Roll May 1, 1930, passed away January 11th. Mr. Weikert was born in Littlestown, Pennsylvania, and was employed as a Substation Operator on April 27, 1910. He is survived by his wife, a son and a daughter.

* * *

John Wesley Appleton, Motorman at Division Two, died on January 31st. He was born in Carmel, Maine, and was employed as a motorman on September 2, 1913. He leaves a wife and daughter.

* * *

The sudden passing away of Motorman Henry Durant Gordon, of Division One, on January 23rd, was quite a shock to the boys of this division. He had been on the sick list for two weeks. Mr. Gordon was born in Fairfax County, Virginia, and was originally employed by this company as a motorman at Division Five on September 17, 1919, but resigned about two months later. He was reemployed at Division One on December 10, 1919. He is survived by his wife, a son and a daughter.

* * *

Charles James Artist, Painter in the Mechanical Department, passed away on February 3rd after a long illness. He was born in Bloomington, Illinois, and was first employed by the company as a painter on September 2, 1924. Mr. Artist is survived by his wife.

Cyrus Thomas Passes

A sad note was added to the month's news, when a letter arrived announcing the death of Cyrus Thomas. The trainmen on the "J" Line will miss his cheery smile and the wave of his hand in greeting to each one as the street car rolls by. Cyrus Thomas found much comfort in the friendship of the train crews during the years of his confinement to a wheel chair, and the men in turn felt that the day was lightened for them, and would return his greeting by ringing the gong and waving their hands to him.

In July, 1929, Two Bells published a story of this friendship with a picture of Cyrus and the home on West Jefferson Street where he lived with his mother and a nurse.

His mother, Mrs. Mara Thomas, has written a letter addressed to the conductors and motormen of Line "J" and requested its publication in Two Bells. It read in part as follows:

"I want to thank you for your kindness shown my dear boy in his affliction by waving your hands and smiling at him. How he did enjoy that more than anything else. God bless you all.

Mara Thomas."

Appreciations

We wish to express our sincere appreciation of the beautiful floral tribute sent in memory of our dear husband and father.

Mrs. Ida M. Buswell,
Mrs. Edith B. Harwood.

* * *

The family of Mrs. H. D. Gordon acknowledges with grateful appreciation your kind expression of sympathy.

For Sale

Large five room stucco house, double garage. Near three schools, boulevards and factories. Price \$4,000; mortgage \$1500. Some cash—terms. C. Christopherson, Division One, Mechanical Department.

* * *

A good violin with case. \$40.00. Conductor H. N. Cole, Division One. 665 East 54th Street.

* * *

Two 12 foot Yellowtail fishing poles. Wrapped from end to end. Calcutta cane. Guaranteed perfect. \$3.50 each. Conductor W. H. Snow, Division Four.

* * *

House and lot, 5118 Granada Street. Apply at Room 1025 L. A. Railway Building.

Accidents & Witnesses Take Tumble

Once more Division Four has swung into first place for the average number of witnesses per accident secured in January, thus putting the lineup of the divisions back in the same relative positions they held during the greater part of 1931.

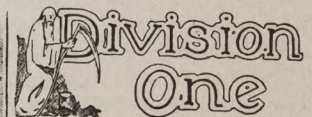
Divisions One, Four and Five gained over their December, 1931, averages, while Divisions Two and Three fell below the December figures.

Comparative witness per accident averages for December, 1931, and January, 1932, are shown below:

December		January	
Div. 3	6.32	Div. 4	6.81
Div. 4	6.30	Div. 3	5.98
Div. 5	4.98	Div. 5	5.33
Div. 2	4.95	Div. 2	4.57
Div. 1	3.96	Div. 1	4.19

The total number of accidents for January was 1072, for December 1218.

The total average witnesses per accident for all Divisions was 5.24 for January, 1932, and 5.27 for December.



H. N. COLE

That worried look that Motorman L. E. Mills is carrying around these days is not caused by the unusual weather or hard work or his conductor's slow bells. It is the result of a shock he received when the South Gate Bank closed its doors with his money on the inside.

News being a little scarce for this issue, we buttonholed several fellows who are supposed to know things. Among those solicited were Motorman C. N. McMullin and his conductor, John Merritt, the Owl crew. Remembering the old saying that "The owl is a wise old bird," we felt sure of success here, but we were doomed to disappointment. With their consent we quote them: "To be perfectly honest, we don't know anything."

Conductor L. L. Batterton, that distinguished looking young man with the luxuriant foliage on his upper lip, showed up a few mornings ago with something missing in the picture. A broad smile was there instead. When asked how come? He informed us that during the recent snow storm his mustache froze and broke off.

It seems that Conductor R. W. Brigham became sick and tired of working an early run, so in the last line choice on the "J" Line, he chose a later one, and now he doesn't have to get up till three a. m.

Conductor C. M. Sellman looks a little lonesome these days and there is a reason. His wife is in a sanitarium on account of a nervous breakdown.

J. M. Elliott, formerly a conductor of this Division, paid us a visit last week, and has the appearance of being both prosperous and healthy. He resigned

about five years ago and is now operating a ranch in Oregon.

The boys extend their sympathy to Motorman C. L. Bond on account of the loss of his father, Mr. J. J. Bond, on December 22nd. He was seventy-eight years of age.

Conductor R. L. Edwards has just about recovered from the shock sustained when he was held up and robbed at the west terminal of the "D" Line about a week ago. Edwards says, he reached for the stars instead.

Ex-Cashier Beights is a frequent visitor around the Division these days. He has recently returned from a visit to the middle west, and is glad to be back in old L. A.

After an absence of nearly four weeks on account of illness, Motorman W. J. Hurley is back and ready for anything that comes his way. He was in the hospital for a while as he had to undergo a minor operation.

Conductor A. A. Lithgow, who has been ill for several weeks, has recovered and is back on his run.

Motorman K. L. Ker has been on sick report for several months, and no information as to his condition.

Two more of our esteemed motormen are on the sick list at this writing, namely J. A. Wigren and J. W. Hile.

Also among those reported sick, we find the name of Conductor R. O. Fortune.

Conductor C. J. Clark put in several days at home listening to the radio while his eyes were getting back to normal. It seems as though a motor went B. O. and while the crew was trying to find out what was wrong "Chick" looked into the controller box while working the controller. A nice big flash and the picture was over for several days.

"Sod buster" O. E. Fulgham, who was a conductor until a few days ago, loaded his family and belongings into a truck and started out early Sunday, January 17th for Fort Smith, Arkansas, where he intends to farm a three hundred and ten acre farm. Here's wishing him all the luck in the world in his new venture.

Switchman G. W. Coulter and Mrs. Coulter spent several days at San Diego visiting friends.

Motorman M. M. Moore came in and reported that he had lost his coat badge, and when told he would be only charged a dollar for the badge, he answered, "That's not the whole trouble, my best uniform coat was fastened to it."

We are glad to welcome Motorman A. M. Jones back to the job. A. M. spent three months on sick report and is sure glad to get back to work.

Motorman C. C. Murray is driving a nice looking Special Nash Six around. Some of the boys say he stole it, but I'm sure he paid something for it.

We wish to extend to Motorman F. E. Cavenee our sympathy during his bereavement, Mrs. Cavenee having passed away on January 21st.



This sweet little miss is Neva Dolores Deane, three year old daughter of Conductor J. E. Deane of Division Two.

Conductor C. O. Ashton, Foreman J. A. Madigan and Conductor D. MacTaggart made a trip to San Fernando the first Saturday in January, where C. L. Christiansen, formerly foreman of Division Two, was installed as Worshipful Master of San Fernando Lodge of F. & A. M.

Conductor Ray Lightfoot, who broke his collar bone about a month ago, is getting along O. K. and expects to be back in a couple of weeks.

Motorman K. Poppe was driving home from the Division and after making a stop for Avalon started to cross the street when a man coming south in a large sedan struck his car, turned it over three times and just wrecked it, threw Poppe out and shook him up considerably. He spent several days in the hospital in a very critical condition, and was unconscious for the first five days. He is now at home and is doing fine. He will be back to work in a few weeks. Conductor G. L. Musselwhite is piloting Sam Merriweather around during Poppe's absence.



Division Two

H. F. NELSON

Tough luck I calls it. Put this off until the very last minute and then have to crawl out to the kitchen, where it is quiet, while the rest of the family listen in to the Blue Monday Jamboree.

Weather forecast for tomorrow. "No snow."

Speaking of snow, Motorman L. R. Thompson holds the distinction of being the only trainman, in the history of Los Angeles, to have been demerited for breaking a window with a snowball. L. R. was almost as proud of the little green slip as he would have been had he received a nice fat special bonus.

Jesse James Robertson is again back to work, his finger having healed up nicely. Sadder, but wiser.



No, he is not a Russian, and neither is he a son of Santa Claus. It is none other than our friend E. L. Mason, who is waiting for the "chicken pox" to clear up so he can shave. He is back to work, all shaven and shorn and looks nothing at all like the picture.

Conductor L. H. Newton, Motorman R. F. Miller and Conductor A. P. Broyles are in the hospital for operations.

E. R. Leggett, former conductor, dropped in the first of the year to say hello and to see how things were progressing.

Motorman O. J. Lamm drops in now and then to see that the Division is still here. The last time he was in he informed us that he had purchased a new bicycle and would be back to work soon.

Motorman E. W. McCabe is working Miller's run on cross town while Miller is in the hospital.

Division One checked up and found they had a few extra conductors so they loaned us L. B. Woodall for a few weeks. He seems to be glad to get back home.

Conductors A. N. Johnson, E. Bailey and H. H. Lindop are back to work after having spent some time on the sick list.

Motorman E. V. Todd found the regular work a little strenuous so soon after an operation, so is recuperating at the small end of a little green flag.

Motorman J. W. Appleton went home with a bad cold and later it turned out to be pneumonia, so he was taken to the hospital. Was doing fairly well at the last report.



Division Three

L. VOLNER

Among his Christmas presents was one which Motorman R. H. Schumacher prized very highly on account of its being a rather rare picture. From his old home in Weston, Missouri, a picture of his father and mother taken on their sixtieth wedding anniversary was sent. His father was eighty years of age, and the mother seventy-nine. Mr. Schumacher is having the picture framed and it will occupy the most conspicuous place in his home.

Some of these days Division Three will have a full-fledged lawyer. Motorman G. J. Bowers is taking a course in law at the Southwestern University.

During the last month Motorman W. E. Cox took a three day vacation, but on the fourth day he failed to make the



The two little girls who are holding such big dolls are Peggy, age 8, on the left, and Emma, age 10, on the right, with big brother, George H., age 6 in the middle; this little family belongs to G. H. Stone, Motorman at Division Two.

Division in time to pull out his car and got three more days, most of which were spent at Division One.

On account of a severe cold Motorman J. T. Martin was off duty for several days during the month of January.

Conductor C. R. Mead is taking several weeks vacation, during which time he is improving things on his small ranch near Roscoe.

After trying for quite a while to get off the "W" Line owl, Conductor J. P. Flemming bid in a day run on the "E" Line. Most of the boys thought he was trying to get back on the "B" Line where he worked so long and where he was familiarly known as "Stucco," a name given him by his colored friends on Hooper Avenue.



Jack Holland Who is Second Son in Holland Family to Become Presi- dent of Student Body

Jack Holland, aged eighteen, son of Conductor J. R. Holland of Division Three, was elected President of the Student Body of Lincoln High School. Jack graduated from Lincoln on January 15th and was the second son that had been President of the Student Body, as his brother, J. R., Jr., also held that distinction in 1929. Mr. and Mrs. Holland are thusly proud of the achievements of these two boys.

Conductor Meed brings us word of Conductor Rodgers, formerly an old timer of Division Three, who is now engaged in the dairy business in the vicinity of Roscoe and is very successful.

When starting to work Friday, January 15th, the morning of the big snow, Motorman George Williams had forgotten how he used to act on such occasions, and when he started to slip while descending a small hill, slid into a telephone pole breaking his glasses and cutting his face and injuring his eyes.

Conductor H. F. Smith left his bag, in which he carried his paraphernalia, on the motorman's end of the car and some one walked off with same. Not much use to that person, but it put Mr. Smith to a lot of extra work, as all his reports were in the bag.

Our stenographer, Mrs. Ruhlin, visited Lake Arrowhead Sunday, January 17th, with a party of friends. On account of encountering so much snow it has been almost impossible to get her away from the radiators since her return.

While sweetly slumbering after a hard days work on his run, Conductor T. J. Mulrine was rudely awakened by his bed folding up on him, and in closing caused some glass articles to fall on him cutting his face and ears.

Conductor F. S. Leon has resumed duty after several days vacation, during which time he rested and incidentally attended to his numerous social duties.



Two young globe-trotters: Wallace, Jr., 29½ pounds, and Richard Benham, 29 pounds, twin grandsons of Charles H. Deane, Conductor at Division Three. The twins were born fifteen months ago in far off Unalaska, Aleutian Islands, Alaska. At present the boys are visiting their grandparents with their mother, Mrs. Ruth Benham. By midsummer their daddy, W. E. Benham, is planning to have all three with him in Guam Island, which is 7000 miles away in the South Seas. He is a radioman in Uncle Sam's Navy and will be stationed at Guam for at least three years.

F. W. Nation, formerly a motorman at this Division, who left the service several months ago to return to his home in Illinois, is back again in Sunny California. Nation says that conditions in his home state are exceedingly bad and that the street car companies seem to be very hard hit both with the depression and the auto competition.

As the boys were opening their letters from the Provident Fund, containing statements of their accounts, many were greatly surprised to see that they had saved so much in such a short time, and by such a small amount, in fact, amounts that were never missed. All the things, such as the Provident Fund, Medical Plan, Insurance, etc., are greatly appreciated.

Clerk Harry Gilmore is some busy man these days. Since the new turn-in plan became effective, he has a real job receiving the days turn-in and selling tokens and coach tickets for the following day.



C. J. KNITTLE

About fourteen years ago I was working in a small rural community in Pennsylvania. The American Car and Foundry Company operated the only plant in the town. There was a handful of stores and two theatres. To break the monotony I joined a fraternal organization and each Tuesday evening it was my pleasure to sit and listen in while these patriotic old farmers argued their many problems. Then the order of service would change to the unfinished business of the previous meeting. The relief committee made its sick report. The flag committee would report at which schools they had installed flags and the bible committee told which schools had been equipped

with bibles. Those men drove many miles in some cases to put a flag or a bible in some backwoods school.

A little incident a few days ago brought to my mind that little term, unfinished business. A certain traveling instructor boarded my car and in a short conversation he said he enjoyed these little items. "But do you remember in one article you said Coolidge created the word 'normalcy'?" he asked. "Yes," I replied, but in the same instant it came to me that Harding coined that word. Due credit was given the instructor for observing the error and—well—that concludes the unfinished business.



Just for a diversion, friends, Betty Rae Knittle, now five years old, introduces her new baby sister, Marilyn, who arrived ten weeks ago. These are the two daughters of our Division Four Scribe, C. J. Knittle.

The new arrangement for conductors' turn-ins in which the money is placed in sacks and given to the clerk was started January 11th and is working out finely. The tactful way in which Foreman B. B. Boyd, Clerk Elmer Ellis and Night Clerk Frank Ervin handled the new system, especially during the first few days, is worthy of much credit.

Motorman R. J. Lee has forsaken his flivver and bought a Chrysler roadster.

Motorman C. J. Forster skims the highways these days in a DeVeaux sport coupe.

A Dodge roadster belonging to Conductor Jim Saunders was stolen January 23rd when he parked it on Sentous Street near the Division. A few days later police located it in the southwest part of town. It was parked. The thieves had taken off the four new tires and replaced them with old ones. We are inclined to believe Jim would not have mourned the loss. He has already swapped it off for a Dodge 8 sedan.

We are pleased to report that Motorman Pat McGrory is now back on the job after almost five months on the sick list. Pat, as many of you know, was seriously burned when a can of cleaning fluid exploded in his home last August 19th.

Motorman L. A. Starkey who transferred to Division One a few months ago for Birney service returned to this Division January 6th.

Motorman E. Reichelt recently had the experience of being robbed by honest thieves. Late one Saturday evening the hoodlums unscrewed the hinges of his garage, took off the door and stole his Ford sedan. The next morning he found it had been returned and left in front of his home with seventy-five miles registered.

Conductor J. F. Bray was less fortunate. After parking his sedan at Tenth and Broadway about 9:00 P. M. one

Saturday evening, Bray shopped a bit and on returning found the door had been pried open, the gas tank emptied and a uniform with an extra pair of trousers stolen.

Motorman C. Robertson, who has been on the sick list for the past two months with pneumonia, which followed an attack of flu, has been advised by his doctor to spend at least thirty days in Arizona.

A new record for no miss-outs, that we believe may never be broken, started January 13th and was still going strong February 1st.

Switchman F. W. Seega was granted leave of absence for the month of February and hastened to Troy, N. Y., where his mother is seriously ill. Seega left here early February 2nd by airplane and arrived in Troy the following evening. Our sincere good wishes for his mother's health were extended.

Motormen W. Leffingwell, L. Lewis and E. E. Cornelison have been transferred to Division Five.

Just one more crime story, folks, and we'll turn the mike over to Freddy Mason. It happened at First and Los Angeles, January 9th, at 11:44 P. M. A woman was about to board a Line "P" car in charge of Conductor E. L. Bailey and Motorman C. M. Christensen. A Mexican jumped off the curb, snatched her purse and ran away. Christensen saw it in his mirror, hopped off the car, grabbed a passing auto and gave chase. Bailey was already pursuing the cholo afoot. Two blocks away he was overtaken and turned over to the police. It was certainly a creditable act on the part of the crew.



Division Five

FRED MASON

Every time Conductor "Hank" McDonald comes into the Division office all eyes are upon him, but still he comes in empty-handed. It appears that he bought a box of cigars on December 12th, 1931, and he's been the most bashful cuss ever since. Go get 'em, Heine.



There's no depression as far as this little husky is concerned, and his little "pouch" doesn't give a yelp either. He is William Earle Stone, eight month old son of Conductor Claude Stone, of Division Five.

After having been knocked off the rear end of his car by an oil truck about a month ago, and receiving scalp lacerations and leg injuries, we are glad to see Conductor G. C. Fisher up and around again, and telling us the good word that he'll be back on the job shortly.

Motorman "Andy" Sybert, who was

called back to Italy, Texas, on account of his brother's serious illness, reported back to work with the good word that his brother pulled through O. K. "Andy," as you can all see for yourself, fared very well while back home. Fried chicken was his long suit.

Switchman Bill Stoll dropped in to see us a few days ago and said he was feeling quite a bit better. Bill, as you all know, has been off sick since last November. Here's hoping that it won't be long now before he is fully recovered and back on the job again.



Folks, meet Miss Shirley Bell Osborne, fifteen year old daughter of Conductor Harry J. Osborne, of Division Five. Shirley graduated from Audubon Junior High School on January 21, 1932.

We take this opportunity of welcoming the three Division Four motormen who transferred over to us last month. They are E. E. Cornelison, L. Lewis and W. Leffingwell.

Motorman H. A. Hamilton has been off on a sixteen day vacation spent at Oroville, Butte County, California.

After a four week trip to Ottawa, Ontario, Canada, Motorman Harry Gorton is back "winding 'er up," and, as he says "I'm dem glad ter be back."

Conductor M. J. Richardson has resigned to take up a position as radio operator with the United States Customs Office at San Francisco. We all join in wishing Richardson the best of luck.

Conductor Ben Gardner, who has been on the special roll for some time, paid us a couple of visits recently and is looking fine and dandy. He wishes to be remembered to all the boys.



Shops

JACK BAILEY

Joe Gordon, Blacksmith Foreman, is with us again after an extended illness. Joe is a very popular member of our Shop family and everyone is glad to have him back again.

Some high-class and powerful cars have been displayed by the personnel of this terminal lately. Among the purchasers are J. M. Spearing, Carpenter Foreman, and S. Kriewald, Mechanist, both sporting the latest thing in Chevrolet coupes.

E. E. Wing, Chief Auto Trimmer, is reported much improved up to date.

Joseph Matula, Auto Trimmer, has been reinstated after doing some time on the cars as a motorman.

Carpenter L. N. Campbell is home con-

valescing from a tonsillotomy.

Carpenter A. C. Prenger has been off duty suffering from a carbuncle on the back of his neck. August has to hold his head in practically the same position all the time, which is rather difficult to do as "hard luck is rolling his way rather fast these days."

It's rather hard to get out from under the covers so early these chilly, SNOWY mornings. If you boys had taken the tip from the Machine Shop weather fore-caster, Professor H. S. Von Nutter, you would have been prepared. That boy predicted that snow and has the entire Machine Shop to prove it. Professor Brady had better sit up and take notice.

"Fair exchange no robbery" does not fit in with W. W. Aldrich who recently left a restaurant or lodge hall with a much worse cap than he had on when he went in. So think the boys of the Shops.

Painter Ted Oglesby weathered the storm and became a full-fledged American, having received his second papers.

Painter L. D. Richardson has returned from his trip east.

Truckman Clyde Campbell is in pre-Olympic training for marathon grinds. Each morning and night the boys witness Clyde going through his calisthenics in his red, white and blue shorts. "You can't always tell what is under the hood."

John Mathis has been trying out some Hercules gasoline in his Ford, and it dealt him an awful blow in the eye while trying to crank it. "She sure has some wollop," says John.

Tom Rocha, of the Winding Room, and wife, suffered a long walk, the loss of thirty dollars in cash and a watch while at a party in El Monte. The car was found two days later in Los Angeles none the worse.

The Shops were well represented at the Winter Garden Ice Palace last January 21st and 25th. Among those present was Scotty Reid of the Carpenter Department. Scotty said there would be a catch in it somewhere. He had to pay twenty-five cents for parking. It is queer how these Scotchmen will save, skimp and deprive themselves of the luxuries of this life only to horde up a cool million to leave to their relatives. That is how all rich men get their money says Reid.

The sympathy of the boys is extended to Trimmer John Pontrelli, and family, who was recently called upon to part with his father.

Mrs. F. W. Buswell sent a card of thanks for the floral offering expressing the sympathy of the Shops employes in her recent bereavement.



Motor Coach Division

J. H. McCORNACK

D. Garner has been on the sick list since the 6th of January. He is much better but is still confined at the Methodist Hospital.

S. D. Hubbell is keeping Garner company at the Methodist Hospital on account of an unfortunate accident in which he suffered a broken kneecap.

F. E. Sherwood expects to be back to work soon. His injured hand is showing rapid improvement.

R. W. Long has been nursing an infected hand since the 13th. He thinks it will get along alright now.

Red Swain, who drives to Bakersfield just for an evening's diversion, drove Si Slocum home from work. Si's hair will only lie down now on one side.

N. R. Bedford and C. R. Herndon discovered a fire in an apartment house when pulling out on the morning of the 18th. They nobly grabbed their fire extinguishers and bravely battled their way through the flames to a fair damsel who had fallen asleep while smoking a cigarette in bed. They heroically carried her from the inferno and extinguished the flames. The lady is so grateful she will marry either one or both of them. As Bedford already has a wife Herndon will probably receive the reward.

Stinky Davis only worked two days last fall.

V. L. Hartzell and H. C. Zimmerman are making solo flights after twelve years instruction.

A. C. Davis and Pinky Jones are our national economist authorities and are soon to take over Brisbane's column in the Examiner.

Well, well. G. Dodrer just found out the Company furnishes free shoe polish.

P. D. Tucker is reported to be growing a mustache (you cannot see it yet) to distract attention from his big feet.

See Al Brehm for half rates on fishing trips. He says that you don't feel so badly when you have poor luck if you get a discount.

C. Brinkham wants a trailer for the baggage on that Westwood trip on Friday nights.

GARAGE

BIG LIQUIDATION SALE

To be held soon three miles east and three miles west of Podunk Center. One shotgun, one or two barrels, one blind moving picture projecting camera, one cast iron piano, loved by all the neighbors, radio with puncture proof tubes, concrete tent and camping stove, a six passenger dining room set, an Overland and a Willys Knight automobile, floating power down hill, one roof for sun baths, an electric clock to be raffled off in the near future and many other articles too numerous to mention. A mooseheart dance ticket will be given free with every purchase. Terms to cheap skates. W. M. Powell.

January has not been a total loss. Red Lane and Dick Starling have settled the theater problem of Los Angeles in Jack Savage's basement "Kangaroo Court."

Walter Dewhirst heard an awful crash when driving to work but having driven his car for many years, did not think much of it until arriving at the Garage he remembered that he put a keg of cans on the running board to haul them out to the curb. Yes, Walt went back and picked them all up.

Percy Bozanko crawled home from the Auto Show on his hands and knees after calling a Cadillac a Packard.

Jimmie Deam won two hundred gallons of gasoline in a drawing at his local gas station. Now if he only had an automobile.

Bill Wilson says he was born in Scotland. When did they change the name to Watts?

"Gas Station" Graham had to take a few days off to nurse the flu and a very sore throat.

There is talk of a greased pig catching contest out at Gravy Acres but Keller, for certain reasons, is to be barred.

No, a coach didn't fall in a pit and make all that noise. N. Lane ran his peanut wagon into a vise.

Buck Jones attended the Friday night dance out at Chino and gave the girls a treat.

Lee Bignall has taken up electrical work at the Frank Wiggins Trade School.

C. Maze is finishing his high school studies at Metropolitan High.

Art Leiser's stock should go up. He now has a pass to offer to the right girl.

We do not feel so badly now over the loss of Harry Nordmark. Horace Franklin has taken up song writing.



H. K. CONACHER

DIVISION ONE

The Mechanical Department wish to extend their most sincere sympathy to C. Lacy on the passing away of his grandmother, last month.

Gail King and family spent a very enjoyable Sunday in the snow at Big Bear Lake a week or two ago.

Arthur Bellingham, General Repairman, is at present off on the sick list with an infected foot.

J. J. Phillips, Second Groupman, has just recently purchased a Chevrolet sedan and has made a number of enjoyable trips already.

DIVISION TWO

We have just found out the reason why Jack Sottile has been losing so much weight lately—his wife is visiting relatives in Atlantic City. This "baching" business is not so "hot," is it Jack?

Among the many Sunday visitors to Camp Baldy during the past few weeks were Mr. and Mrs. E. M. Angel and Mr. and Mrs. S. T. Brown.

Each trip Harry Hunt makes to Yucaipi is a signal for either a rain, snow or sandstorm. It never fails. His last trip occasioned a sandstorm of much volume and intensity.

The home of J. Latona was the scene of a merry event last month, the occasion being the marriage of Joe's oldest daughter. We wish the young couple a lot of luck and happiness.

One night recently, Jack Bradley was sent to Vernon and Wall to pick up a B. O. light job, and while on the way there, had considerable difficulty convincing a lady that he was not selling lamp globes. She evidently noticed that five o'clock hungry look on Jack's face and took pity on him.

DIVISION FOUR

J. Inman, who has hunted the country around Palmdale and Lancaster for rabbits, for several years, has finally decided that it is a waste of time and packed his gun in moth balls.

The reason for that big smile on Geo. Mawby's face is very apparent, a brand new set of store teeth. More business for the butcher.

DIVISION FIVE

Zack Eastin was Master of Ceremonies at the Golden Wedding Anniversary of his mother and father, introducing Mayor Porter and many other celebrities.

Among those present at the Winter Garden Ice Palace on January 25th were, F. Dudley, O. Schmokel and Geo. Macqualter.

Al Williams spent Sunday a week or two ago at the County Playground enjoying the winter sports.

Anyone who gets curious about Wheeler Ellis's upper lip will just have to be patient. We have not been able to figure it out yet ourselves.



H. I. SCHAUBERT

Al Weberg plans to have a foghorn installed on his car before snow falls again. Al had stopped on North Broadway to clean the snow off his windshield, when his car was struck by a vegetable truck, the driver of which had been blinded by falling snow. Said driver demanded why in h---, Al had not kept his horn blowing while parked.

Proof that the depression is still on was furnished by Bob Barrett, who only found one hundred tokens while making the semi-annual cleaning of girder rail. About one-third of the usual amount.

Charlie Ware's daughter, who recently underwent an operation for appendicitis, is rapidly regaining her health.

Fred Barne's wife, who was quite seriously injured as Fred's car turned over when forced from the highway near San Diego, is well on the road to recovery.

Ernie Blackwell was off a couple of days last month. He must have been sick, since there was no convention in progress at the time.

Elmer Mitchell is anxiously awaiting Charlie Shelton's recovery. Charlie has Elmer pinch hitting for him on the excavator, while Charlie takes a few days off under doctors orders.

Austin Fleetwood has purchased a pair of glasses. Although he claims that they benefit him, he still takes time out occasionally to rest his eyes.

Johnny Hagerman is busy lowering the tracks on the Inglewood Line, from West Boulevard to Market Street.

While an inspection was being made of the Bimini Bridge, some observant neighbor saw Leslie Sparks standing alone on the bridge and promptly called the radio police, thinking that Leslie was bent on self-destruction. On arrival the police took one look at Sparky and were heard to say, "Huh! That guy will never commit suicide!"