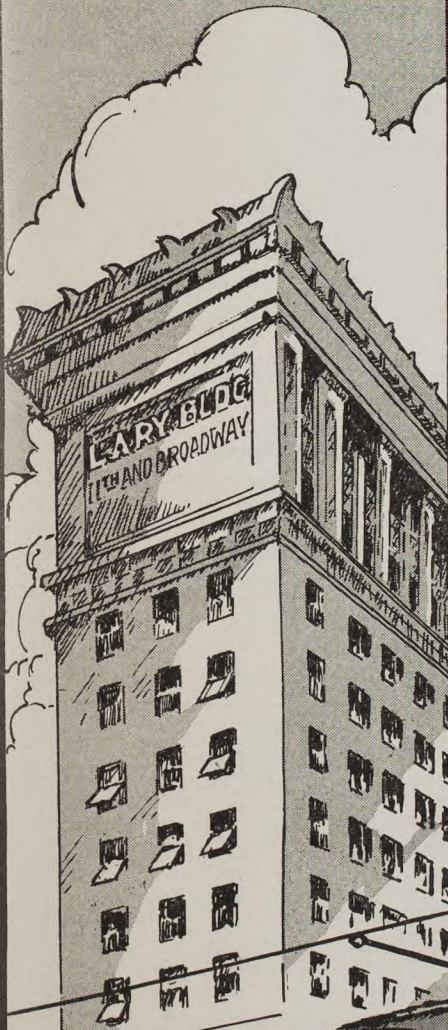


TWO BELLS



MAY every soul that touches thine,
Be it the slightest contact, get therefrom
some good,
Some little grace, one kindly thought,
One aspiration yet unfelt; one bit of
courage
For the darkening sky, one gleam of faith
To brave the thickening ills of life,
One glimpse of brighter sky beyond the
gathering mists,
To make this life worth while,
And heaven a surer heritage.

—Author Unknown



The New Federal Taxes

THIS is no argument, just plain facts which are not even mellowed, sun-ripened or toasted, just cool facts. And it's about taxes. Ouch! Right now we are as sensitive when the word "taxes" is mentioned as if we had suddenly stepped on a tack. Somebody in the audience yells out, "What can we do about taxes?"

Here's a very practical thing you can do and by telling your friends and neighbors the secret, you will be helping your company to get more business and thus help yourself.

Before this issue of Two Bells is in your hands, the new levy of taxes by the Federal Government will have gone into effect, and the cost of operating an automobile will have been substantially increased. The new taxes have not only increased the cost of automobiles, but of gasoline, tires and all accessories. The present substantial difference between the cost of using an automobile and using the street car will be much greater. Most of our employes use the street car to go to and from work—you have your passes and so it costs you nothing.

But with your neighbor and perhaps with many of your friends, it's a different story. If they are staggering under the increased cost of private transportation, you'll do them a favor by selling them on riding the street car. Economy and safety are the points to stress. You cannot get from one place to another as cheap as by street car. Children and adults are safer on the street car than in any other vehicle in traffic.

FOUR men in the employ of the International Railway Company of Buffalo have been running street cars nine years continuously without a single accident. Nationally, only one street car passenger out of every 197 million was killed last year.

Platform Philosophy

It takes a lot of hustling to make up for bad judgment.

"It's not where you start from but where you get to."

"Life may be a gamble but you play your own cards."

"One who butts in is usually the goat."

"Ruts are made by people who stick to the beaten path."

Some folks have so many things to look after that they can't look forward to anything.

"It isn't what you used to be that counts, but what you are now."

You can't worry and be happy at the same time—why worry?

"Don't put things off—put them over."



TWO BELLS

A Herald of Good Cheer and Cooperation

Published Monthly by and for Employees of the Los Angeles Railway

Volume Thirteen

July, Nineteen Thirty-two

Number Seven

JANET C. McNEILL

Publicity Manager and Editor

Operating a Motor Coach

By C. B. LINDSEY
Supt. of Automotive Equipment

(This is the second of a series of articles written by members of the staff of the Mechanical Department. The first article appeared in the June Two Bells and was written by H. E. Jordan, Superintendent of Equipment.)

The heading of Mr. Jordan's article, "Coordinating Our Efforts" very aptly expresses the purpose of the series. It is hoped in this way to bring about a better understanding on the part of the men operating the street cars and the coaches of those problems of the Mechanical Department which are directly related to operation and thus improve our overall operating conditions.—Editor.)

"What have you got for run 2 on the speedway?" "What! that old crate?" "I won't drive it." "Well, all right, I'll take it this time, but if I call for a change, don't blame me!"

Fortunately, the above expressions are not frequently heard at the Garage. True, there is a vast difference between a 1924 model motor Coach and the comfortable high powered job of today but somebody has to run them until the mere trifle of ten or twelve thousand dollars apiece can be squeezed out of the budget to purchase new equipment. If the complaining operators would realize that all coaches are assigned to the different runs bearing in mind their individual characteristics such as gas tank capacity, number of seats, gear ratio, etc. it would be a good deal better for all concerned.

Coaches are warmed up and checked each time before pulling out. However, it frequently happens that a last minute change becomes necessary leaving insufficient time to thoroughly warm up the motor. What happens then? Here comes the operator. Only 30 seconds to spare. He hurriedly distributes his money changer, run num-

ber and transfers and pulls out with motor racing and spitting, jerking the drive shaft and doing thousands of miles of damage to universal joints, axle splines, transmission gears, etc. Operators have been seen as far as 3 blocks from the Garage holding the throttle wide open with motor jerking and missing when a slight application of the choke would be all that was necessary.

However, the majority of operators arrive with at least two minutes to spare, look around to see that all seat cushions are in place and hood fastened down, check horn and lights, and pull out slowly "testing out" the motor, choking it slightly to prevent spitting back.



Steen Parker at Dispatchers Board assigning Motor Coaches to their various runs.



Hugo Hinze leaving Garage on Road Service.

The mechanics often wonder why so many operators run hundreds of miles day in and day out without any trouble or delay, while others call for changes or service repairs, fill their report card with complaints and end up with a broken axle or run out of gas miles from the Garage when the same coach has been so satisfactory to the other operator on the same run for months!!

Take the matter of brakes, for instance. The experienced operator does not waste air nor drag his brakes at

each stop and if they seem a little slack he will allow himself more stopping distance until a mechanic can make the necessary adjustment. The inexperienced operator uses the brakes far more than necessary and will manage to get them red hot and naturally more slack all the time.

The clutch has always been a source of considerable maintenance expense but a good operator knows that the more it is slipped the hotter it will get and the more trouble it will give. As the clutch linings wear the pedal

comes back and will finally hold the clutch partially released and cause it to slip and burn out, when a call for a simple mechanical adjustment would save considerable expense.

In hot weather a condition occurs called "vapor lock" in the gasoline system which results in decreased power and may stall an engine completely. Anything an operator can do, such as filling radiator, will save him a great deal of trouble.

We also have the funnier side, as the following will show: Some time ago a mechanic was called to an overheated coach of the 1900 type. The first thing he noticed was that the carburetor heat control lever was full "on." Mentioning this to the operator the answer was "well it says HEAT and it's sure hot enough today ain't it"?

Fortunately very few operators are of the above type and many instances are known and brought to the attention of the Management where an operator has, by quick thinking, saved long delays to service.

A good operator need not be a mechanic, but if he will familiarize himself with the equipment and use a little "grey matter" he will find that a lot of his trouble is imaginary.

The fact must not be overlooked that the boys in the Garage are only too glad to do anything that will keep the jobs running smoothly and prevent equipment failures.

Dr. Wilson Passes Suddenly

It is with great regret that we record the passing of Dr. B. H. Wilson, father-in-law of Henry Jordan, our Superintendent of Equipment.

Dr. Wilson, with Mrs. Wilson, journeyed west from their home in Greencastle, Indiana, to visit their daughters and other relatives, arriving here June 30th. He was stricken the following Saturday morning and taken to the hospital where he died Monday, July 4th.

At the time of his death Dr. Wilson was Comptroller of Depauw University of Indiana. He formerly was an influential figure in religious and political circles of California, having spent many years in this state. He had been pastor of Highland Park Methodist Church and also of the Boyle Heights Methodist Church and during that time was largely responsible for the building of the Methodist Hospital. For many years he was a member of the Board of Trustees of the University of Southern California.

Mr. and Mrs. Jordan have our sincere sympathy.



Erland Hansen truing Motor Coach brake drum.

New Spring Extension

Lines "N" and "8" started operating over the new Spring Street on July 3rd, running through to Sunset Boulevard.

Quite a gala event celebrated the official opening of this new thoroughfare on July 8th. The company decorated a 2600 type street car with gay bunting and Olympic symbols and donated it for the occasion. The Central Business District Association sponsored the celebration which was participated in by the Mayor and many other city officials.

Maintenance Jobs

Engineer Eaton's forces have been busy during the last month with maintenance work. He is completing quite a large job of repair work on West Jefferson between Vermont and Western. Work on cutting Temple Street to the new grade is also under way.

Night Service to Olympic Village

The Olympic Village Motor Coach Line, effective July 5th, is continuing operation until midnight, giving a 20 minute service. The last coach leaves Leimert Boulevard at 12 midnight.

Now Serves Santa Monica

On July 7th, the Wilshire Boulevard Line of the Los Angeles Motor Coach Company was extended to Santa Monica from Westwood and Wilshire via Wilshire to Ocean Avenue in Santa Monica.

From the Viewpoint Of a Passenger

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

The latter part of June I rode the cars, sizing up the operation from the viewpoint of a passenger. I wanted to note the little things that influence the trainmen's actions, and how little attention some of them pay to the more important things.

We have talked of courtesy, safety, service, cooperation and operation, but **loyalty** seems more important than any of these for it embraces all that we require.

Being loyal means being constant and faithful in any relation implying trust and confidence, bearing true allegiance to those in authority. It calls for courage of a deep and noble sort, a quality of mind that meets danger or opposition with calmness and firmness. Loyalty cooperates—therefore leads towards success.

As a passenger I noticed some of our men who should get acquainted with the word "loyalty." They will then recall their instructions relative to feeding the first points on the controller, and the necessity of releasing the air before locking the wheels of the rear trucks.

Skidding wheels of rear trucks is the fault most noticeable. Some men do not seem to know when wheels are locked, others do not seem to care. Five or ten years to teach a man to release his air is too long a time.

Very soon Los Angeles will be like a great advertising sign held up to the eyes of the world. We are an active, moving part of this picture. People who come here during the Olympic Games will carry away impressions. We can send them away with the right impression if each and every one of us is loyal to our company and to our city.

Passes for Tickets of Admission

Through the courtesy of Mr. Frank Earnest, proprietor of the California Alligator and Los Angeles Ostrich Farms on Mission Road opposite Lincoln Park, all employees of the Los Angeles Railway will be admitted free by simply showing their passes.

The lectures given by the guides are both interesting and instructive. There is a 25 cent charge for ladies and 10 cents for children. Take a No. 10 or "O" car to the Farms.

Learn to laugh. A good laugh is better than medicine.

Challenger Bob Hill Defeats Champs

The great pinochle game of the 1932 series was played on the night of June 22nd when the champions of Division Four and winners of the cup, T. H. Speed and C. W. Allen, played R. B. Hill, Manager of Transportation and challenger of all comers for championship honors, and his partner, F. B. Slaughter of Division Two.

Hill and Slaughter took the first two games without a struggle, but Allen found his rabbit's foot in an inside pocket and he and Speed swung into action and took the third game, making the score two to one.

Slaughter was picked as a partner for Bob Hill by the 1931 champs of Division Two in deep consultation with Superintendent Dickey. Slaughter's name appears twice on the cup that now reposes permanently at Division Two.

Superintendents Wimberly and Dickey were among the interested spectators of the games. T. J. Kelley, a three time champ of Division Two, was also among those present. Kelley, who has transferred to Division Four, could not forget his old loyalty and lustily lent his encouragement to Hill and Slaughter.

A good sized crowd watched the games and, as is always the case when Bob Hill is in the crowd, there was a continual fire of good-natured bantering and everybody had a good time.

Where to Purchase Your Olympic Pin

Almost daily well trained foreign athletes arrive to compete in the Olympic Games here and the Olympic Committee is spurred to greater efforts to raise Southern California's quota of the national fund required to train, equip and bring the Olympic team here.

We all want America to win and the training of the various participants may be the determining factor when it comes to adding up the victories, and this national fund is the only means available of assuring American athletes of proper conditions. The Southern California quota is being raised through the sale of official fifty-cent Olympic pins.

Through arrangements made with officials of the Safeway and Piggly Wiggly stores, these emblems have been placed on sale at each unit of this organization in California.



The crowd at Division Four which watched the 1932 champs go down to defeat, included Superintendent Dickey, standing on extreme left, and Superintendent Wimberly, who is holding the cup won by Division Four. The players, reading around the table from the left, are: T. H. Speed of Division Four; R. B. Hill, Manager of Transportation; C. W. Allen of Division Four and F. B. Slaughter of Division Two. W. J. Thompson at the left of Speed and H. F. Hames, sitting on extreme right, both of Division Four, acted as checkers.

News of Veterans Club Doings

The final dance of the summer took place on June 18th and, while the floor was not over-crowded, those that did attend had a fine time.

July 16th will be the big day for all the Veterans and their families at Cabrillo Beach. Commencing at 2 p. m. there will be something doing every minute up to midnight—games for the children, athletic events, bathing and dancing. There will also be plenty to eat. There is no objection to anyone bringing lunch, but there will be eats for all who do not. Please bring cups as we will be short of cups if the coffee is as good as the cook says it is going to be.

Each member will please notify his Division Commander regarding the number in his family that will attend so that our chef will know what to expect. Do this as soon as possible.

It is also very important that each of you men that have changed to other Divisions find out who your Division Commander is at the Division to which you have transferred. Find out who your Commander is, and if you have not received your July Bulletin make him tell you why. He will also tell you just how to get to Cabrillo Beach on the 16th.

Don't dress up for this affair. We are going to have a good time. Leave your money at home—you won't need any.

Important Olympic Service Information

The following information should be studied carefully to instruct passengers and avoid misdirection. In addition to the Olympic Village Coach Line (which has no connection with Olympic Games), the company will have three types of motor coach service with the first word Olympic, in connection with the games. These are:

OLYMPIC VILLAGE LINE—carrying the public between Fifth and Hill Streets and Olympic Village, and passing Olympic Stadium, Olympic Swimming Pool, and one block from Olympic Auditorium. Fare, ten cents including transfers to Los Angeles Railway Inner Zone only. Route, same as Figueroa Street Coach Line from Pershing Square to Santa Barbara and Figueroa, thence via Santa Barbara, Hoover, and Vernon, to Olympic Village. Will operate July 9th to August 15th.

OLYMPIC CHARTERED SERVICE—for athletes only; public not carried.

OLYMPIC OFFICIALS SERVICE—for Olympic officials only; public not carried.

Good will is the disposition of the customer to return to the place where he has been well served.

—From a Decision of the
United States Supreme Court.

The Candid Camera Catches Conductor Monahan

A pleasant smile and a cheery salutation is one of God's greatest gifts to mankind. Life is what you make it. You are the master and if you want to make your burden lighter try the recipe of cheerfulness and get the result in happiness.

Bob Monahan, whose picture adorns this page, does not need to seek praise for his cheerfulness, it comes without asking and he, like hundreds of other platform men who serve our patrons daily, are miles and miles ahead of their grouchy brethren who hide behind an ingrown grouch which they believe is self-protection. Rich or poor, black or white, yellow or brown, Bob looks after the welfare of all who are passengers on the cars that he conducts.

He has been in service at Division Three since November 6, 1922, and prior to that time was engaged in printing work. He fitted snugly into his work and since that time has added thousands of friends not only for himself but to his company as well. One of the reports is symbolic of his unflinching good nature; this reads in part as follows:

"The pleasant 'good morning' of Conductor No. 2852 on the 'B' Line starts the day off with the feeling that 'All's right with the world' for that day, at least."

Another: "The other day I came across a conductor, No. 2852, whom I have not seen for two years. I ride the 'W' Line quite frequently along with other of my friends and we have missed this man from that line. I cannot forego commending him, as I find that he is just as agreeable and courteous to the passengers, although they must be much more trying than on the former line. Another thing



Conductor Bob Monahan assisting a fair passenger to board his car—said fair passenger in this case being Mrs. Rhoda Ruhlin, Division Three Stenographer.

worth mentioning is his personal appearance."

How's zat? That's the spirit—no argument, no fuss, just plain, good, old-fashioned courtesy aided by a wonderful smile. That's personality!

There are many like Bob on the Los Angeles Railway System, and very few who cannot qualify for consideration in the courtesy sweepstakes. Smile and be pleasant.

Standing of Trainmen by Divisions

Standing of Trainmen by Divisions

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

Division	Loss of Courtesy		Loss of Safety	
	Motormen	Conductors	Motormen	Conductors
One	0	1	11	0
Two	0	2	13	2
Three	1	0	23	2
Four	2	2	20	3
Five	1	0	5	0
Totals	4	5	72	7

Safety operators are listed as motormen.

"It is the duty of every man to protect himself and those associated with him from accidents which may result in injury or death."—Abraham Lincoln.

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

Scouts Make Trip To Big Pines Camp

Boy Scout Troop No. 45, under the supervision of Scoutmaster R. W. Bower, made a trip to the Big Pines Camp of the Boy Scouts on Sunday, June 26th. Foreman Lair, who is Chairman of the Committeemen of this Troop, and Committeemen Bunn, Fife and Voight, and Motormen R. R. Peterson and John Henschall, volunteered their automobiles and the party left Division One at 6 A. M. arriving at the Camp about 10:30 A. M. There were forty people on the trip including the boys, the men and their families.

The boys had a good swim both in the morning and afternoon periods and there was plenty of canoeing and hiking. They also saw the Sunday Water Carnival put on by the Scouts at the Camp. In the afternoon they passed some tracking tests and, needless to say, the picnic dinners were hugely enjoyed.

At about 5 P. M. a tired but enthusiastic group broke camp and started for home, with eight or ten of the boys eagerly looking forward to July 20th when they would return for a ten day period at the Camp.

On Saturday, July 16th, the Troop has been invited by the Los Angeles Railway Veterans' Club to attend their picnic at Cabrillo Beach, San Pedro, and the boys are expecting a big time.

Any employe of the company who has a son between the ages of 12 and 16 who is eligible for membership in the Boy Scouts, is invited to register him with this Troop for at least such time until Troops may be organized in their own Divisions. Get in touch with Foreman J. B. Lair, Chairman of the Committeemen, or Scoutmaster R. W. Bower, at Division One, for information.

Honor Roll

William Edward Stoll, Switchman at Division Five, was placed on the Special Roll effective May 25, 1932. Mr. Stoll entered the service as a motorman at Division Five on September 9, 1904. He was appointed a switchman at Division Two on November 28, 1905; was returned to platform service May 7, 1908; and was appointed switchman at Division Five October 11, 1911.

For Sale

10 x 10 New waterproof umbrella tent and one full size Kapok sleeping pad; both for \$15.00. C. H. Lewis, Schedule Department.

Vacation News

John Collins, Superintendent of Meter-Mileage Department, spent his vacation at home this year.

Chief Supervisor Snyder with Mrs. Snyder and their two youngest children are enjoying a vacation in the Yosemite Valley.

Supervisor C. H. Coxhead spent his vacation mostly trout fishing in June Lake in the High Sierras.

Supervisors L. P. Bean and C. B. Polchow are in the Yosemite for their vacations.

Supervisor H. M. Farr is using his vacation to acquaint himself with points of interest around Los Angeles.

Supervisor E. J. Pecoud likes cold fogs, so he is spending his vacation in San Francisco.

Supervisor G. W. Hargrove is passing his vacation by visiting his mother in Montana and he will also have some excellent fishing.

Complaints Skyrocket

Complaints bounded skyward in June as there were 46 more than for the preceding month of May.

Every classification increased in the number of complaints. The largest increases were: Discourtesy, 12; Fare and Transfer Trouble, 14; Starting Too Soon, 3; Dangerous Operation, 2; Short Change, 5; Service, 7. All other classifications gained 1 each.

Rerouting of the lines and the use of the new transfers were probably responsible for most of these complaints, but we do not relish any attempt to make an Olympic record for high-jumping in this direction.

Here are the comparative figures for May and June:

Classification	May	June	Gain
Discourtesy	23	35	12
Fare and transfer trouble	44	58	14
Starting too soon	4	7	3
Passing up passengers	7	8	1
Carrying passengers past stop	4	5	1
Dangerous operation	0	2	2
Short change	6	11	5
Service	1	8	7
Miscellaneous	27	28	1
Totals	116	162	+46

Commendations

Commendations also decreased during June. There were 29 commendations in June and 32 in May.

The number of men commended at each Division in June was: Division One, 6; Division Two, 6; Division Three, 6; Division Four, 6; Division Five, 4.



The little lady at the left in the Roman costume is Mary Isabell, age eleven, and the one at the right is Kathleen Ruth, age seven, both daughters of Traffic Man C. J. Petersen. They are both all set to go to a school play. Kathleen Ruth is all dressed up in the costume worn in Denmark. There is nothing wrong with Denmark if all the Danish lassies are as captivating as this little lady.

Lary Bowlers Warming Up

The Los Angeles Railway has two teams entered in the Summer League at the Broadway Alleys and both have been doing some plain and fancy rolling.

Team No. 1 composed of Doyle Rishel, Captain; H. Hinze, F. Nolf, G. Riggs and E. Fleming, has been playing in a little hard luck by losing 4 points the first game, taking 4 the second and losing 3 each the next two games.

Team No. 2 composed of G. Oliver, Captain; B. Coener, B. Walters, L. Chiaro and B. Wilson, has been showing the kind of stuff real bowlers are made of by taking 3 points the first game, 1 the second, 3 the third and 3 the fourth.

In the fourth game these teams met and, what a game! No. 2 team won with 3 points when No. 1 nosed them out on the first game by one pin. Captain Oliver gets the razz for that by blowing the tenth frame.

On June 20th Ed Fleming missed one of those 300 games by two frames which game him a total of 246 for high individual game of the evening, and \$1.00 cash prize. Doyle Rishel took second high game with 213 which won him the chicken dinner, so you may draw your own conclusions as to which is the best team. They will meet again soon.

Will Sing In Olympiad Choir

Four members of our Main Office staff will have a part in the Xth Olympiad entertainment. George Scott, of the Engineering Department, Gladstone MacDonald, William Taylor and Bert Reid, of the Auditing Department, as members of the Olympic Choir of one thousand voices, will participate in three events in the Olympic Stadium.

This vast choir, under the direction of J. Arthur Lewis, will render selections at the opening ceremonies on Saturday, July 30th, at 2:30 P. M.; also on Monday, August 8th, at 8:00 P. M., the night of the American Football Demonstration; and again at the closing ceremonies on Sunday, August 14th, at 5 P. M.

Square and Compass Activities

The entertainment given by the Pacific Electric Masonic Club in their auditorium, Tuesday evening, June 14, 1932, was enjoyed by many Los Angeles Railway Square and Compass Club members and their families. It indeed was mighty good of the Pacific Electric boys to invite us over to their beautiful surroundings for this elaborate entertainment, and it is hoped that, in the near future, we may reciprocate in like manner. We do thank them for a most pleasant evening.

Brother J. R. Webb, Motorman at Division Two, was made a Master Mason at South Park Lodge on June 14th, and here's hoping that he will be making his appearance at our Club meetings real soon.

Our meeting and "Smoker" Saturday evening, June 18th, was not heavily attended, but Brother "Dick" Smith set up his movie machine and showed us Johnnie Hines in "Motorman 1492" and, it is a "thriller" that can be appreciated by street car men. The smokes and movie went over in a big way with the small group present and we take this opportunity to thank Brother Dick for his kindness. Oh yes, Raymond Smith also enjoyed the chewing gum.

Vacation time is at hand and by order of our President, Dan Healy, there will be no meetings during the months of July and August, so after recuperating from your vacation and sunburn, come up to the meeting at 7:30 P. M. Saturday night, September 17, 1932.

At Last! A Use for Pipes!

It's impossible to get real mad with a pipe in your mouth.



BIRTHS

Many tourists are arriving in Los Angeles but the most important arrival is not a tourist, she has come to stay. Norma Lee Feezell, weight eight pounds, arrived at the home of her parents June 8th. The father, Motorman H. M. Feezell, of Division One, has been busy receiving congratulations and passing out cigars.

* * *

Motorman W. E. Bleile, of Division Two, announced the arrival of Miss Lauretta Lee Bleile on the 19th of June. Mother and babe are doing fine from last reports.

* * *

"Buster" Teel, of the Motor Coach Division, reports the arrival at his home on June 14th of a seven pound and four ounce baby boy. His name is Donald Francis. Mother and son are doing fine.

Witness Report

Divisions Three, Four and Five all increased the number of witnesses per accident for the month of June, while Divisions One and Two decreased their averages.

Comparative witness per accident averages for May and June are as follows:

May	June
Div. 4.....6.34	Div. 4.....6.87
Div. 3.....5.93	Div. 3.....6.31
Div. 5.....4.82	Div. 5.....4.91
Div. 2.....4.80	Div. 2.....4.07
Div. 1.....3.67	Div. 1.....3.47

The number of accidents increased in June to 862 against 811 in May.

The total average witnesses per accident for all Divisions shows a very slight increase to 5.04 for June. The average for May was even 5.00.

Journey's End

Charles William Bukey, Motorman at Division Five, passed away on June 27th after a short illness. Mr. Bukey was born in Port Washington, Ohio, and was employed as a motorman by this company on February 24, 1920. He is survived by two brothers and three sisters.

From 1905 to 1911 Mr. Bukey was employed as chauffeur for John D. Rockefeller.

The funeral services were held at Southwest Funeral Parlors on Saturday, July 2nd. The pallbearers were Motormen M. E. Shanahan and L. Heinzman and Conductors J. H. Miller, J. Turvey, G. Laird and T. J. Wiley, all of Division Five.

Alice June Enos. Ain't she sweet? "Junie," they call her, is the baby in the family of Motorman L. M. Enos of Division Four. How old? Nine!



AN ARABIAN PROVERB

On the walls of the ruined temple of Persepolis, the ancient capital of Persia, is an inscription in Arabic which, translated into our own language, reads:

Do not say all you know for he who says all he knows often says more than he knows.

Do not spend all you have for he who spends all he has often spends more than he has.

Do not tell all you hear for he who tells all he hears often tells more than he hears.

Do not covet all you see for he who covets all he sees often wants more than he sees.

Appreciations

I wish to express my most sincere appreciation and gratitude for the sympathy and thoughtful consideration shown to me and my family in our bereavement by those of the Los Angeles Railway organization. I also wish to thank them for the beautiful flowers. I shall always remember most gratefully the thoughtfulness and understanding of my friends and coworkers.

Harry S. Van Den Burg

* * *

Thanking one and all for your kind expression of sympathy in the death of my wife.

W. L. Williams

* * *

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

Roy C. Perry

Gertrude Lattimore

* * *

To thank you for your thoughtful kindness at a time when it was greatly appreciated in the loss of our dear brother, Charles W. Bukey.

Mrs. Estella Taylor

Mrs. Mabel Romig

* * *

This is to acknowledge with sincere thanks the kind expression of your sympathy.

Harry Lozier and Family.

Of Interest to Lary Wives

When the edges of your rugs curl up, place the rug upside down on the floor, make a pan of very thin cooked starch, add five cents worth of gum arabic dissolved in a little water and apply to the back of the rug with a flat brush. When this application dries the rug will lie as flat as a new one.

* * *

Tobacco smoke has an unpleasant way of clinging to carpets and draperies and leaving a stale unpleasant odor. This may be cleared by placing a pan of water in the room overnight and leaving the windows slightly open. The next morning the air will be fresh and sweet.

* * *

Cream of Tomato Soup

3½ cups tomatoes	3 tbs. flour
(No. 2½ can)	1 tsp. salt
2 slices onion	Dash of pepper
6 cloves	1½ cups boiling water
2¼ tsp. sugar	
2½ tbs. butter	1½ cups milk

* * *

Vegetable Steak

Boil any vegetable such as spinach, asparagus, or the like, in the quantity suited for your individual family. Use enough eggs to bind the boiled vegetable together and fry like pancakes in butter. A little cheese and onion can be added to taste.

* * *

Ice Box Rolls

1 cake yeast	1 cup mashed potatoes
½ cup luke warm water	1 cup scalded milk
2-3 cup shortening	2 eggs
2-3 cup sugar	Flour to make very stiff dough
1 teaspoon salt	

Dissolve yeast in lukewarm water. Add shortening, sugar, salt and mashed potato to scalded milk. When this mixture is cooled to lukewarm, add dissolved yeast. Mix thoroughly and add eggs, well-beaten. Stir in enough flour to make a very stiff dough. Turn out on slightly floured board and knead thoroughly. Put into bowl large enough to allow for slight rising, cover with clean cloth and set in cold part of refrigerator. When rolls are wanted, pinch off dough, shape, and let rise until double in bulk. Bake in hot oven (400 to 450°F.) 15 to 25 minutes.

Do You Know That—

When baking stuffed peppers, place them in muffin pans, for this keeps them in shape much better than in an ordinary baking dish?

Cereals are one of the most nourishing foods, yet the least expensive?



LARY » » » » « « « « LAFFS

"That's a good looking hat, Frank."
"Yeah, I bought it five years ago—had it cleaned three times—changed it twice in restaurants—and it still looks as good as new."

One thing most of us DON'T have to worry about is the senate's proposed \$493,153 tax on million-dollar incomes.

"Say, Joe, can you tell me why there are fewer railroad accidents than auto accidents?"

Joe: "Well, perhaps not exactly, but I think the main reason is because the engineer isn't always hugging the fireman."

It was on a dark night. A trainman on top of a car was giving signals to the engineman, when he dropped and broke his lantern. Another man on the ground tossed his lighted lantern up to the man on top of the car.

In a few minutes the fireman, who was a new employe, come back and called to the man on top: "Let's see you do that again."

"Do what?" asked the brakeman.

"Jump from the ground to the top of a box car," answered the fireman.

He told the shy maid of his love,
The color left her cheeks;
But on the shoulder of his coat,
It showed for several weeks.

Teacher—"What is Massachusetts noted for?"

Army Jr.—"Boots and Shoes."

Teacher—"Right; and what is Chicago noted for?"

Army Jr.—"Shoots and booze."

A steamship company wired the captain of one of its ships:

"Move heaven and earth to get here Friday."

The captain's reply next day: "Raised hell and will get there Thursday."

Voice from the Eleventh Floor: "Smatter down there? Have you no key?"

Noisy One on the Pavement: "Gotta key all right, but wouldja jussason throw down a few keyholes?"

Aviation Stude: "What happens sir, when the parachute fails to open?"

Tough Sarge: "You come back son, and I'll give you a new one."

Waiter: "How did you find the steak, sir?"

Patron: "I looked under a mushroom and there it was."

"Think of others as if you were the others."

"Well, doc, you sure kept your promise when you said you'd have me walking again in a month."

"Well, well, that's fine."

"Yes, I had to sell my car when I got your bill."

"Why is it easier to fly from America to Europe than the reverse?"

"Apparently you can't get financed on the other side."

Teacher: "Can you tell me what a waffle is, Junior?"

Junior: "Yes'm, it's a pancake with a non-skid tread."

Expenses are not hard to meet, you meet them everywhere.

Dropped Them

"How come Jasper didn't get de contract fo' fixin' de rafters in de church?"

"One ob de deacons foun' out he was an eavesdropper."

EMBARRASSING

A young woman who had recently taken charge of a kindergarten entered a trolley car, and as she took a seat, smiled pleasantly at a gentleman sitting opposite her. He raised his hat, but it was evident that he did not know her.

Realizing her error she said in tones audible throughout the car:

"Oh, please excuse me! I mistook you for the father of two of my children."

She got out at the next corner.

To every person comes his day,

So calmly wait your chance.

Pedestrians have the right of way

When in the ambulance.

Landlady: "You'll have to pay your bill or leave."

Lodger: "Thanks, awfully. My last landlady made me do both!"

COMMUNISM

An Irishman in Russia, being examined by a Soviet for citizenship:

"If you had a million dollars, would you give half to the state?"

Mike: "Sure."

"If you had 1000 acres of land, would you give half to the state?"

"If you had two pigs, would you give one to the state?"

Mike: "No."

"Why not?"

Mike: "Well, I've got two pigs."

Political pie is made up of boloney, apple-sauce, plums, dough.

"Two bandits hold up a poker dive." Here is a case on record of a pair beating a full house.

A deputy sheriff was sent to take an inventory of the property in a house. When he did not return for three hours the sheriff went after him and found him asleep on a lounge in the living room of the house. He had made a brave effort with his inventory, however; he had written down, "Living room—1 table, 1 sideboard, 1 full bottle whiskey." Then the "full" had been crossed out, and "half full" substituted. Then this was overlined, and "empty" put in its place. At the bottom of the page, in wobbly writing, was written: "1 revolving carpet."

"Do you know where you are?" demanded the tourist's wife.

"No," he admitted, "I'm as lost as the average American is when he starts on the third verse of the national anthem."

Miss Jones was teaching English to her class of 4B students. She asked that they write sentences containing the following words: Deduct, Defeat, Detail and Defense.

Little Johnnie turned in the following: "Defeat of deduct went over defence before detail."

Mike—I saw a woman blacksmith today.

Pat—For hiven sake, what was she doing?

Mike—Shooing chickens.

Gus and Ole, at a northern fishing resort, hired a hotel boat and found great fishing at a certain spot in the nearby lake. So they decided to mark the place and come back for more sport after lunch. At the dock Gus said to Ole: "Ole, did you mark the place?"

"Yah," said Ole; "Ay put chalk mark on side of boat."

"Are you dumb!" exclaimed Gus. "Maybe ve don't get same boat after lunch!"

A small boy astride a donkey was taking some supplies to an army camp in Texas not long ago. He reached camp just as a detachment of soldiers, preceded by a band, was on parade. The lad dismounted and held the bridle of the donkey tight in his hand.

"Why are you holding onto your brother?" one of them shouted.

"I'm afraid he might enlist," replied the boy.

"I can't do a thing with Jones," said the manager. "I've had him in three departments, and he dozes all day long."

"Put him at the pajama counter," suggested the proprietor, "and fasten a card on him with these words:

"Our pajamas are of such superior quality that even the man who sells them cannot keep awake."

The Scotchman couldn't find his ticket. On the conductor's second round it was still missing. "What's that in your mouth?" the conductor asked.

Sure enough, there was the missing ticket. The conductor punched it and went his way.

"Ah, weel," said Sandy, when several of the passengers laughed, "I'm nae so absent-minded. It was a very auld ticket and I was just suckin' off the date."



BOUQUETS

Courtesy

One morning while George Washington was riding over his plantation accompanied by a friend, a humble negro, probably a slave, raised his hat to him as he passed by, and to his friend's astonishment Washington doffed his hat.

After they had ridden a few paces his astonished friend asked if he was in the habit of thus saluting his slaves.

Washington's reply was significant: "I allow no man to outdo me in courtesy."

Whether the trainmen have become less conspicuously courteous, or the riding public more indifferent to courtesies rendered, is hard to determine, but the decrease in the number of bouquet letters received the past month is glaringly evident. Only twenty-seven letters for twenty-five men have been received for the July Two Bells.

In January there were forty-eight letters for forty-two men; in February, eighty-four letters for seventy-six men; in March, sixty-seven letters for sixty men; in April, ninety-seven letters for ninety-six men; in May, sixty-eight letters for sixty-six men; and in June there were sixty-three letters for sixty-one men.

The so-called depression surely cannot be blamed for this sharp decline in the number of bouquet letters.

For (1) Conductor E. V. Muckey of Division Four from Al Carpenter for lending him car fare and thereby saving him a long walk. Mr. Carpenter also commended Conductor Muckey for being very courteous to his passengers and for warning them to be careful when they were getting off the car.

For (2) Conductor R. G. Monahan of Division Three from T. D. Willingham for honesty in returning a twenty

dollar bill to him when Mr. Willingham thought he had handed the conductor a folded transfer but had actually handed him the bill instead.

Conductor Monahan is complimented by Mrs. Mary Hestand who expressed her appreciation of his courtesy in assisting her on and off the car with her market bag. Mrs. Hestand said this conductor was courteous to all passengers and that she especially noticed his kindness in assisting a woman with children.

For (3) Conductor P. H. Chapman of Division Two from Mrs. Alice C. Thomas for salvaging two rings she dropped as she left his car, and for restoring the rings to her when she discovered her loss and followed the car in a taxi.

For (4) Conductor M. V. Howell of Division Three from Mrs. Byron P. Glenn who wrote in part: "Two hard working little women always get off our car with great difficulty, as one is very badly crippled and it takes some time for the sister—for such I judge her to be—to almost lift her from the car and get her on her feet. I have been on the same car with them many times and have seen many little kindnesses performed towards them which, no doubt, helps brighten their very sad lives. This trip, when they attempted to get on the car down town, the conductor hopped off and lifted her bodily onto the car, likewise, when they reached their destination, he got off, lifted the little cripple off the car and set her down on the sidewalk, and I am sure there was not a passenger on the car who did not approve of his kind act. He not only saved those two women from the usual pain and embarrassing struggle of getting on and off the car but he saved running time for the car as it was all done much more quickly than if he had not assisted them."

For (5) Conductor E. V. Athenous of Division Two from Mrs. B. A. Ryberg for his kindly smile to passengers.

For (6) Conductor S. R. Leckey of

Division Three from T. M. Jones who said: "On the way to Inglewood Cemetery Sunday afternoon, I had opportunity to observe his courtesy and patience to a very trying person who did not seem to know where she wanted to go. Also his efficient manner in the calling of streets and transfer points."

Conductor Leckey is also commended by Burt A. Aubrey for his unflinching courtesy and kindly manner. Mr. Aubrey says further: "I have seen him retain his poise under a few rather trying conditions over which he had no control, and I find his general attitude toward your patrons one of readiness to serve."

For (7) Motorman A. P. Bradshaw of Division One from R. T. Edmunds for his exceeding kindness and courtesy to a Japanese passenger.

For (8) Conductor M. B. Assell of Division Four from Raul Garcia for being very courteous to all passengers; for giving them transfers with a smile; for always helping women on and off his car, especially women with children; and for always calling the names of streets.

For (9) Operator G. H. Filer of the Motor Coach Division from Miss Antoinette Marie Hoffmayr for his exceptional courtesy in personally assisting an elderly lady to the opposite side of the street, questioning her as to her destination and giving her full information as to how to get there. This act of thoughtfulness caused Operator Filer to lose three "go" signals.

For (10) Conductor H. O'Neil of Division Four from Mary A. Foster for kindness and courtesy to her in the evening.

For (11) Conductor R. W. Bower of Division One from Evelyn D. Gilman who expressed her gratitude for his courteous helpfulness in going out of his way to help her collect a valuable string of beads which broke just as she stepped on the car. She also spoke of his courteous attention to elderly people who got on and off his car.

For (12) Conductor C. D. Johnson of Division Three from Mrs. E. A. Hunt for kindly and courteously explaining directions to her during the recent rerouting of car lines.

For (13) Motorman W. C. Wadekin of Division Two from Mrs. V. J. Tibbs for graciously and kindly assisting an elderly blind man to a seat on the car and at his destination helping him off the car and to the sidewalk.

For (14) Conductor O. C. Haynie of Division Five from Sarah Smith who said this conductor, noticing that she was going to place her packages on the platform in order to board the car, immediately came to her assistance and helped her on and then gave her his stool as there were no seats unoccupied. She was much impressed with his universal courtesy, also for the manner in which he announced all stops distinctly.

For (15) Conductor J. F. Bray and (16) Motorman F. R. Baldwin, (no picture), both of Division Four, from Miss V. Mack who said the conductor got off his car and kindly helped a blind man to board the car and at his destination the motorman with equal kindness helped him off.

The following men, for whom we have no photographs, also received bouquets during the past month:

For (17) Conductor F. Monnier of Division Two from Caroline Leisinger for giving her desired information in a gentlemanly manner.

For (18) Motorman M. Abraham of Division Three from Mrs. M. C. King for courteous thoughtfulness shown her.

For (19) Conductor R. A. Gwin of Division Four from Sarah F. Walrsten for great courtesy to her when she got on the car without her purse. She said Conductor Gwin graciously paid her fare himself and only when she insisted would he tell her how she could return the money to him.

For (20) Motorman E. S. Day of Division One from H. H. Gage for stopping his car, without clanging the bell, to allow a woman to lead a very badly frightened dog across the street.

For (21) Motorman S. B. Smith and (22) Conductor F. Weir, both of Division Five, from Maud Perry who expressed her appreciation of Motorman Smith's courtesy in stopping his car and waiting for her when he saw her running for it; and who said that Conductor Weir was very courteous to each of his passengers.

For (23) Motorman F. J. DeMott of Division One from Mary A. Foster for so kindly and courteously aiding and giving information to two elderly women passengers who had become confused in traffic.

For (24) Conductor E. A. Moxley of Division Two from H. H. Ranlett for courtesy and kindness in assisting a

blind man from the curb onto the car and seating him and again assisting him off the car at his destination.

For (25) Motorman P. S. Hale of Division Two from Irma Heath for exceptional courtesy and "doing the little extras that help start the day off right or wrong for the busy person."

Hollywood Bowl

Bernardino Molinari, greatest sensation the Hollywood Bowl has ever known, has been engaged again to conduct a group of the "symphonies under the stars." Molinari, conductor of the famous Rome Symphony Orchestra, probably will appear here during the two weeks of Olympic games.

He is the third director definitely signed for the series, the two previously announced being Sir Hamilton Harty and Frederick Stock.

Another feature of the Olympic year outdoor concert series is an elaborate Grecian ballet. A noted ballet master will produce this spectacle during the period of the games. It will be emblematic of the style and period of ancient Greece.

Bowl officials plan to honor visiting foreign dignitaries with concerts featuring music of their countries during the season, which opens July 5 and closes August 26. There will be a total of fifteen feature nights, including from four to six ballets. Bowl headquarters, 7046 Hollywood Boulevard, Hollywood.

A Letter to the Editor

We have received a letter from the wife of one of the company's employes that contains such sincere expression of pleasure, that we are printing it in part.

We are glad to hear from the wives of employes and wonder how many of them read Two Bells.

Here it is:

Dear Editor of Two Bells:

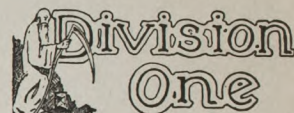
I just wonder if any of the wives of the Los Angeles Railway ever write in and tell you what a thrill Two Bells brings to them. Believe me when my husband (Foreman George Borngrebe, of the Garage) comes home without Two Bells, I call him on the carpet, so he always makes good. I do enjoy it so much, especially the editorial page, poems and the little courage sermons, as I call them * * * *

So three cheers for Two Bells for I know it does bring happiness to some of us anyway.

Fannie Borngrebe.

New Route Book

A new route book will shortly be published by the company, showing routes of street cars, Los Angeles Railway motor coaches and Los Angeles Motor Coach Company coaches, also interconnections. This book will also contain a map of the system and will be available to the trainmen about July 15th.



H. N. COLE

At this writing Conductor R. W. Brigham and his better half are sojourning in close proximity to some trout stream somewhere up in the mountains. He will tell plenty when he returns. Really he tells a beautiful fish story—almost equal to those of Motorman Walter Flower.

Lady Luck is still playing favorite with Motorman John Henschall, or perhaps it is due to his keen eye. Anyway it is a frequent occurrence for him to spy a nickel or a quarter, a block away, and the way he leaps for it, well, practice makes perfect.

And there is Motorman Joe Henschall. He is lucky too. He has five children. He wears a little rosebud pinned to his lapel at all times. If you don't see the rose, it isn't Joe.

Motorman I. T. Schuler took a nose dive into the pit one day last week. He has seven stitches in his head and is reported doing well.

Motorman C. E. Yocum says dreams do come true. Just before last pay day he dreamed how much his pay check would be, and sure enough he hit to the very cent. He says he will practice up and probably he will be able to dream in larger figures.

Conductor A. J. Brennan has returned from a vacation spent at Sequoia National Park. He is now substituting for Bob Sturgeon, Register Clerk, who is taking his annual leave.

Our genial stenographer, Miss Hilda Goldstrass has returned from a two weeks trip to Catalina, Mt. Wilson and other points of interest.

Motorman A. B. Stewart is spending a month in the Yosemite and Motorman P. K. Huffer is taking two weeks off to rest up and go places.

When the first real day of summer hit us, Motorman R. M. McMahan reached for his bathing suit, anticipating many happy days of relief from the heat this summer, but woe was he. The moths had beaten him to it, and though the modern bathing suit is full of latitude, his was equally full of holes. So he and the Mrs. haven't been swimming yet.

This happened some time ago but was only recently reported. Conductor A. E. Fountaine, early one morning, glanced at his clock without rubbing his eyes, and as a result, he was seen waiting at Whittier and Euclid at 3:25 for the Owl which was due there at 4:25.

And this one is told on Conductor C. D. Tucker. He got his figures mixed and



These two fine looking little men are Walter Eugene, age four years, and Robert Lawrence, age one and a half years, sons of Motorman J. B. Gasio of Division One.

called for run 267 instead of 276, and things were balled up for awhile.

Another boner. Motorman Hurley copied Saturday time off Sunday schedule. Two hours precious sleep lost forever.

A new racket is being worked on some of the conductors, and according to Supervisor Goddard, who witnessed one in action, it works this way. Just as the signal changed at Seventh and Broadway, a small boy approached Conductor J. W. Epp with, "Gimme two nickels for a dime." Epp passed two nickels to the boy just as the car shoved off in one direction and the boy in the opposite direction.

Conductor J. H. Martin experienced the scare of his life on last Decoration Day. He and Mrs. Martin were out riding with some friends when another machine collided with them turning their car over and severely injuring some of the occupants, Mr. and Mrs. Martin escaping with only minor injuries.



Division Two

H. F. NELSON

This year's vacation is now past history and with one more week to rest up in I'd feel fine. And the worst part of it, nothing has happened at the Division while I was gone, so news will be very scarce this month.

Conductors G. D. White and W. P. Wynegar have been transferred to Division Five temporarily.

Motorman H. Smith, who has been on sick list for the past few months, turned in his numbers and intends to follow some other line of work in the future.

Motorman J. C. Deshler has completely recovered from his operation and is again back on his run.

Motorman W. G. Stephens is taking a thirty day rest, so he will be in good shape for the Olympic Games rush.

Motorman H. A. McKown resigned with intentions of leaving the city.

Motormen R. W. Bailey and L. C. Wahlberg, Conductors K. E. Funk, R. E. McClain and C. G. Jones are busy breaking in on the motor coaches and are well pleased with that line of work. Here's wishing them all the best of luck.

Motorman G. V. Henderson was granted a leave of absence for thirty days to enable him to return to Tulsa, Oklahoma to see his mother who has been very ill.

The boys of Division Two extend to Motorman D. S. Pagliassotti, whose son passed away June 20th, their sympathy.

Motorman J. M. Alder is again back to work, feeling much better after his trip to the Hot Springs.

Conductor P. C. Briggs spent nearly a month on the sick list, went back to work for one day and decided he was not as well as he thought, so returned to the sick list again.

Conductor R. L. Tobin spent three weeks on the sick list and is back to work feeling much better.

Conductor M. L. Davis is spending sixty days at Shawnee, Oklahoma visiting friends and relatives.

H. Yardley says the back end of a car looks pretty good after spending four months in bed and sitting around the house.

Motorman D. E. Fletcher has his arm working right again and is back at work. Says the next time he crosses a street he is going to Stop, Look and Listen, then take another good look to make sure there is no automobile in sight.

Conductor H. Cannon was walking home one evening and was crossing Slau-son at San Pedro when an automobile knocked him high, wide and handsome. The driver stopped and picked Cannon up and took him to the 77th Street Station where he had his wounds dressed and in a day or two he was back to work.

Conductor F. T. Ginger had better luck this month with his fishing. Spent a day on the barge and came home with fish hanging all over him, and that would take a nice bunch of fish to cover him up. Caught a couple of sacks full of mackerel, and spent the whole night borrowing salt from everyone around the Division so he could salt them down.



Division Three

L. VOLNER

Rerouting and the new transfers which became effective on June 12th went over nicely and none of the men seem to have had any trouble in the accomplishment. Much help was given the conductors by Mr. Dan Healy's talks at the various Divisions about the rerouting and the use of the new transfers.

Conductor G. C. Rowe has returned to duty after a visit to his old home in Neesho, Missouri. Mr. Rowe likes to make these annual visits back to his old

stomping grounds, but says, as a place to live, he prefers California.

At the Verdugo Playground Flower Show, held on June 4th and 5th, Motorman R. H. Schumacher just about captured the whole show. He was awarded first and second prizes—a blue and red ribbon together with \$7.50 and \$5.00 for the best gladioli. Wanting something to do between runs, Mr. Schumacher cultivates these flowers in his back yard and the ones which were brought to the office were certainly beautiful.

Conductor S. S. Wollam has the sympathy of all the men over the tragic death of his father. The elder Mr. Wollam lived alone on the outskirts of Riverside. Some thugs entered his home and, it seems, placed a strap around his neck, trying to make him tell where his money was hidden, as it was rumored around that city he had considerable money concealed in the house. It is not known if they got any money, but they ransacked the house and killed Mr. Wollam.

Gloria Madeline, age one year and 11 months, looks like one of those adorable babies we see on the billboards. She is the daughter of Conductor O. S. Garrison of Division Three.



Motorman H. W. Bruner has gone up in the northern part of the state on a vacation.

Switchman Meloy has been on one of his deep sea fishing expeditions, and now that warm weather has come we may expect some great catches.

Not having any Sunday run, Conductor W. C. Love spent the day at the beach. After a dip in the surf he was lying in the sand to warm up and, as is the habit of most conductors whenever the occasion presents itself, was soon fast asleep. How long he slept is not known, but it was long enough to get badly burned, and the next day his run had to be filled, as Mr. Love was unfit for duty.

For the next thirty days, Motorman C. M. Neal and family will visit in Texas.

After being in the hospital where he underwent an operation, Clerk Herter is now at home, and we expect to soon see him back at his old post in the office.

Motorman H. E. Crooks is going to spend his two weeks vacation in Yosemite.

For thirty days Motorman M. L. Moore and family will be in Petaluma. This place is claimed to be the greatest egg producing center in the world, and if Mr. Moore is like most motormen, we know he will do his part.

H. D. Adams will visit relatives in Santa Barbara for one week.

Motorman R. F. Hutton is going to spend his week's vacation at home, resting.

Motorman C. T. Vaughn was on his way to Colorado, Texas for a thirty day vacation. When within about three hundred miles of his destination a boy, in an old car, ran into him, completely wrecking Mr. Vaughn's machine, which he then managed to sell for \$35.00 and proceeded by rail.

For thirty days Conductor C. R. Wise and wife will be visiting relatives in Omaha, Nebraska.

An old timer at this Division, Conductor E. M. Cady, has traded with a conductor of Division Five. We hate to lose Mr. Cady, but he will be able to choose a run on his favorite line, the "5 and 6."

Conductor O. G. Thompson and wife are on an extended visit with friends in Kentucky.

For several weeks Conductor B. B. Bowman and family will tour Oregon.

After being on an enforced vacation on account of sickness, Motorman H. R. Miller has returned to duty.

To keep himself "fit" and to see some of the interesting places in and around the city, Motorman M. L. Hersom makes it a daily habit during his time off between runs to put in that time walking.

Conductor C. J. Etherton has gone on a three weeks vacation to Vancouver, B. C.

In the recent shake-up hardly any of the old teams were able to stay together, but Conductor J. S. Meehan and Motorman F. J. "Kelly" Cimmino managed to get the same run, and in the last Line "L" shake-up are still together. They have worked together so long that one would seem out of place without his mate.



Division Four

C. J. KNITTLE

Have you ever paused to consider how much the morale of an organization stimulates prestige? This is not a deep problem.

In the first place morale and prestige each indicate a state of mind. Morale is the state of mind with reference to confidence, courage and zeal of a number of persons associated in the same enterprise. Prestige is the moral influence of reputation, character and success.

Advertising is only effective to the extent of introducing a new product or service. Publicity can only serve to remind us the product or service is still being sold. How then, we may ask, has our company attained such remarkable prestige without advertising or publicity. Certainly the morals of each department must have been a contributing factor.

The loyalty of each unit, especially the Operating Department, Mechanical Department, Line Department and Track Department, must be the answer. In view of the approaching Olympiad this is a timely thought. How shall WE greet the multitudes

from near and far? With a neat appearance, courteous answers, kindly assistance and safe, rapid transportation? Yes, men, that is the most convincing evidence of loyalty to your company.

The excellent morale of the trainmen is bound to promote prestige. And prestige will always be our greatest business builder.



"When Day Is Done." The candid camera tells fish stories, too. Left to right you gaze upon Conductor W. E. McGuyre of Division Four, Mr. and Mrs. Barracuda with their twenty-eight children and Emil Kuhle who feeds the faces of Division Four trainmen in the well-known Harry Tuttle style. The trip was made from Venice, June 15th, on the popular fishing boat, "Kitty A."

In the Mechanical Division column of last Two Bells under the heading, Division Four, appeared two little words, "Nothing doing." . . . You'd be surprised!

Motorman "Red" Mattern who recently transferred here from Division Two caught a run on "W" Line because he wanted to work the 1300's. On his first day out he got them—513 in the morning and 413 in the afternoon.

The big shake-up was held June 6th and 7th and was an occasion of much interest and excitement. Conductor E. E. Roffee caused quite a stir ten minutes after choosing a run when he received word that a filling station he was interested in buying was ready for his acceptance. Motorman J. MacGregor also resigned before choosing and is now Roffee's partner. We wish them the best of luck in this venture.

Conductor C. R. Clark had the misfortune of having his Chevy sedan stolen June 3rd after parking it on Sen-tous Street near the Division. Three days later police found it on Wright Street, two blocks from here. Clark, however, was still slightly out of luck. The garage bill for tow service and one night's storage was \$4.75.

The meetings June 9th, in which Chief Instructor Dan Healy explained the new transfers and, Mr. Jordan, Superintendent of Equipment, explained the different systems of inspection and overhauling,

were very well attended and aroused great interest. The final remarks by Mr. E. R. Dye put the finishing touch to a well spent hour.

A few days after the general choice of June 6th, a line shake-up was held for Line "P." The first schedule was used only one week. Conductor Billy Warren had the pleasure of working his run one day. The balance of the week he had a student.

Conductor W. A. Johnson returned June 9th from a three weeks stay in Salt Lake City where he visited relatives.

Motorman J. J. West left June 13th for a sixty day vacation somewhere in Kansas.

Conductor H. S. Mink was granted a ninety day sick leave June 21st.

While depositing the necessary fee for a bathing suit and towel at the Venice plunge, June 10th, Conductor J. F. Bray had his pocket picked of a bill fold containing his pass, driver's license and \$42 in cash.

Conductor G. W. Morehouse was given a thirty day vacation June 21st to visit his mother in Salt Lake City.

Motorman Steve Brody took a ten day rest starting June 25th.

Motorman M. B. Knepper returned from a two weeks spell of chicken pox June 27th.



The husky little gentleman is Robert William England, another Division Four baby who, six months ago, made his debut in the home of Conductor F. U. England.

Conductor George Young is spending a sixty day leave touring about in Arizona, New Mexico, Oklahoma and Texas. He intends taking a good rest at Corpus Christi Bay, Texas. George left on June 16th.

Conductor Dan Hanley has the distinction of having owned four automobiles at various times during the past ten years but he has never learned to drive nor has he ever sat in the driver's seat. He has always insisted on Mrs. Dan doing the worrying.

Motorman Walter Templeton took a seven day rest starting June 27th.

Motorman L. L. Leasman was granted a ten day leave June 26th to attend the convention of the Veterans of Foreign Wars at Vallejo.

The boys of the Division extend their deep sympathy to Motorman Harry Loizer whose wife passed away June 20th.

The many friends and coworkers of Charles F. Halleman, of this Division, wish to extend their sympathy to him in the loss of his wife who passed away July 4th.

We are pleased to state that Mrs. Esther Pearce, who suffered a broken ankle in an automobile collision two months ago, will return to duty about July 15th.

In a new reassignment of the "H" and "O" Lines, effective July 10th, Division Four received part of Line "H" and all of Line "O." The thirty-six runs (eighteen on each line) necessitated the transferring of forty-one crews from the South Park Division. Division Four now has one hundred and sixty-five runs.

We'll have to run along, friends. Conductor H. L. Farr just phoned in that his watch chain had fallen in the fare box.



Division Five

FRED MASON

Well, well, well. Another country heard from and through nobody else but our little old friend Ex-Motorman "Shorty" Hague. While we are all very glad to hear of him and to hear also that he is getting along fine, we, out in this neck of the woods, are a little bit peeved at him for not paying us a visit. He dropped into the Main Office recently and had quite a visit with Mr. Dye from whom we obtained the information that he is looking fine and doing very well raising cotton in Phoenix, Arizona. "Shorty" informed Mr. Dye that he wanted to go out to see Motorman Bill Chillicoat, who is on the sick list, but was sorry that he was unable to do so. "Shorty" said however, that he saw his old friend Motorman Henry Mast, but that Henry was wheeling his "F" car over East Fourth Street a little too fast for him to hop it. It seems like Henry and "Shorty" used to spend quite a lot of time over that side of the city, but no one could ever find out what the attraction was. "Shorty" wished to be remembered to all the boys and said if any of you are traveling through his part of the country he would be glad to see you. His address is Route No. 5, P. O. Box No. 490, Phoenix, Arizona.

We were certainly glad to receive a visit from our old friend "Dad" Fisher recently. He sure looked good all dressed up in his light suit and panama hat, and with the little twinkle in his eye we were certain there was something in the wind. The first thing he did was to get into a game of pinochle with Motorman Callaway and Conductor Maryhew and after trimming them three games to nothing he pulled out his watch and said "Well boys, I guess I'd better be getting along." He was gone for about an hour and came back without the twinkle and when one of the boys asked him "How come?" he said "Aw, she wasn't home." "Dad" is now living in Burbank and likes it fine out there.

Conductor A. N. Earle is back from his vacation spent with the folks in Appleton, Wisconsin, and reports a fine trip both ways and a wonderful time while he was at home.

Motorman Murray McConnell and Conductor Tommy Leech are hooking up and taking off ten days for a little vacation to San Francisco.

At last we have someone who will admit that he's going to Agua Caliente. Motorman Ed Shafer speaks up and says

"Five days, going to San Diego." Five days will be plenty Ed.

Our genial Clerk, "Baldy" stepped out on his two weeks vacation on Monday, June 27th, and was headed for the mountains. Somebody saw him in San Diego, but that's alright, there are mountains down there.

Conductor and Extra Clerk Frank Keers will be First Sergeant for the two weeks commencing July 10th when he marches out with the 160th Infantry, Los Angeles' Own, to attend the annual field training camp at San Luis Obispo.

Conductor J. E. Clark is taking eight days off commencing July 2nd. Says he is just going on a vacation. We will hear all about it when he gets back.



On the right we have Motorman Charlie Detrick of Division Five and on the left Conductor George Ritter also of Division Five, both ardent fishermen, proof of which you will notice hanging between them. This 221 pound jewfish was hooked by Charlie off Point Magu and was landed in the record time of twenty minutes. Both these boys spent a busy Sunday afternoon, when they got back from the trip, cutting up this baby into steaks and delivering them to needy families in Inglewood and vicinity.

We are glad to welcome six conductors who transferred over from Division Two and hope their stay here will be as pleasant as at their old Division. Here they are: A. B. Hughes, J. D. Johns, E. V. Kennedy (formerly of this Division), W. B. Mills, J. D. Robertson and H. E. Schultz.

Conductor Frank Clavin has transferred to Division Three, having traded seniority with Conductor E. M. Cady of that Division. Here's wishing Frank lots of luck at his new Division and welcoming Conductor Cady to this Division.

We are sorry to say that Switchman Bill Stoll is confined in the General Hospital but is getting along as well as can be expected. He would appreciate a visit from any of the boys.

Motorman J. T. Nusko is still in the California Lutheran Hospital and while not getting along as fast as he would

like to, he is improving steadily and we are all hoping, like he himself is, that he will be well enough to go home soon.

Our deepest sympathies are expressed to Conductor Roy Perry upon the loss of his wife, who passed away Saturday, June 18th, and to the relatives and friends of Motorman C. W. Bukey who passed away Sunday, June 26th.

We are glad to say that Motorman R. S. Drew, who was rather badly injured when working around the house on May 28th, is getting along as well as can be expected, and we all join in wishing him a speedy recovery.



Shops

JACK BAILEY

Painter John Shultz was granted a few days leave of absence to enjoy the freedom of Yosemite National Park.

Carpenter W. A. Jones has been spending his spare time fixing up a trailer to carry just a few things for his wife on their much anticipated auto trip over the Fourth. Jones says he will carry all his accessories in his pocket.

Carpenter Sam Ackerman desirous of a little change of prevailing influence, comes out in a new straw hat. Cut off the brush Sam, no one will ever recognize you.

Carpenter J. Benko answers on the sick list, nursing a disabled knee.

A card from Machinist Sherman Kriewald, who is vacationing at Vancouver, British Columbia, says, "It is wet here."

A. L. Davis, of the Machine Shop, has been the center of attraction due to his sudden change of address and from a hot lunch room to a dinner pail. The boys think his lunch has a very feminine touch. We were in hopes of just one cupid affair for the month of June.

Step up folks and give the little boy a hand-out. For the small sum of \$1.50, Machinist H. S. Von Nutter (famous for his pre-decisions on prize fights, a sure shot at weather forecasting, etc.) will give you a guaranteed almanac of superior astronomical data and other varied information. The proceeds from the sale of this remarkable book will go to build an observatory for Mr. Van Nutter to carry on his research work. More to come.

W. Sibley, of the Winding Room, is reported on the sick list.

Herman Heuer, of the Winding Room, is vacationing at Lake Tahoe and parts north.

R. L. Sloan and Al Smith, of the Winding Room, are temporarily doing time at the Plaza Substation. The boys report the tamales are very good in that location.

W. Wilson, Store Clerk, is on his two weeks vacation.

H. L. Turner, of the Superintendent's Office, is back from his vacation spent at Shasta. He is ready for another year of work.

In all the world no red face like his: Herman Furrer, of the Electrical Repairs

Department, spent a week-end at the Magic Isle.

G. MacMillan, of the Winding Room, has a new Ford and is not afraid to exaggerate the speed per hour. It is all a figure of speech for George.

Wanted: A bodyguard to keep the ladies away from Truckman J. Mathis, so he can enjoy the Olympic games by himself.

Truckman H. Thompson has traded his city residence for a five acre chicken ranch in Fontana. The ranch includes some eight hundred chickens. Good luck, Thompson.

Jimmie Hale, our brigadier Progress Clerk, is spending his vacation locally. He reports a very disagreeable fishing trip which was more up and down on the ocean than out.



Mr. and Mrs. Fred Andrus celebrated a remarkable occasion recently. F. Marion Andrus, their twenty year old son, graduated from Los Angeles Junior College, having attained high honors in the engineering course. He was made president of the Engineering Society of the college, also president of the Honor Society for Graduate Engineers.

Their twin daughters, Barbara and Louise, age seventeen, graduated from the Athenian class of Manual Arts High School. Both girls were active members of the Scholarship Society. Fred Andrus is an old timer with the Electrical Repairs Department, having completed twenty-seven and a half years of service.

Ben Bradfield accepted an offer, from a good friend of his, to do some nickel-plating on his car which was getting its annual overhauling. Everything came out fine, even the bill for \$11.00 from said friend.

Watchman D. C. Farris spent the week-end of Memorial Day at Yosemite and almost froze to death.

We wish to express our sympathy for W. L. Williams, formerly Assistant Mill Foreman, upon the passing of his wife. Interment was held at Forest Lawn Cemetery June 4th.



Here is little Virginia Lee, age three years, with her mother, Mrs. Sigvald Berg. Daddy Berg is Auto Trimmer at the Shops.



Motor Coach Division

J. H. McCORNACK

Wedding

H. E. Hupp, of the Motor Coach Division, reports that he was married at Yuma on June 1st to Miss Gladys King of this city. The happy couple are home now to their friends at 328 West 83rd Street.

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H. C. Lehnhart is back on the job again after a very pleasant vacation at Yosemite and Santa Cruz.

H. G. Compton has been granted a thirty day leave of absence for a vacation and visit to his folks in Seattle.

C. G. Clymer is spending a thirty day leave of absence visiting at Wrightwood, California.

A. C. Davis has taken a thirty day leave to go to Roanoke, Virginia.

B. L. Hartsell is spending fifteen days in the Bay District.

F. E. Doyle, H. McDowell and H. C. McCurdy are each taking a week off this month just to be men about town.

D. C. Blankenship resigned last month to accept a position with the Safeway Stores.

Wm. Etchison has resigned to take up his residence at Portland, Oregon on account of ill health.

We have lost our old friend W. A. Hadley after five and a half years in the service.

L. W. Husted, after four years of service, has resigned to enter the gas service business at Vincent, California.

G. C. Pauling turned in his resignation after three years service to go back to the old home town of Bloomington, Illinois.

C. Brinkham is taking a few days off to paint his house.

All men who have been in the Army or

Navy service please report to Al Brehm in the interest of the Veterans' Club. This includes those on the Wilshire Line.

Bus Teel laid off to take his baby home. B. B. Towsley says he doesn't need to lay off to take his baby home.

A. C. McFaul got stuck 90c for a fish dinner and is determined to go into the trout raising business. He has been advised to go fishing with Al Brehm.

L. Hiersemann has bought a '27 Buick for his vacation trip. It may be used for a honeymoon trip.

Jim Goff was in and told the boys all about his trip to the beach.

Geo. Goehler recently bought a gas saver for his Buick. He claims it reduces his gasoline consumption over 50 per cent. It works on the gear shift lock.

Each month we are visited by a few celebrities and would like to have a few remarks from them. This month we have a request for Deacon Mills.

We thought someone came in last week to buy the place but it turned out to be Al Johnson in his new sport coat and ice cream pants.

GARAGE

Wm. B. Decker was lead off man on the vacation list of the office force. He sent us a card telling how nice it was at Snow Crest while our thermometer stood at 94. From there he is going to the Broken Arrow Ranch and Gilman Hot Springs. Mrs. Anderson is next on the list and then Ye Scribe is going to rest up by driving to Creston, Iowa in three days. Mrs. Rankin's vacation follows with Chief Clerk F. O. Rowbottom as anchor man.



This petite little miss is Marjorie Penny, age ten, daughter of Guy Penny, Service Man at the Garage, and granddaughter of Motorman J. L. Penny of Division One. Marjorie is a pupil of Meglin Dance Studio.

E. C. Graham is helping out in the office.

Percy Bozanko appreciates the thoughtfulness of the boys who switch his cigar when they switch trucks with him but he can't understand the necessity of stuffing it full of rubber bands.

George Borngrebe has been seen with a fifteen gallon drum of oil on his car. Probably hauling it home for some neighbor.

Jerry Smith of the Store Room gets off work at twelve but friend wife calls in to see if he will be home for breakfast.

Wally Weberg has been on the sick list. Someone near the gas station made a remark about him smoking his wedding cigars but I didn't hear what it was.

A tent has been put up at Gravy Acres so Brother Tom will not have to hold the prayer meeting at his house.

Wilson Turner has received a check and letter of congratulations for his suggestion.

That is a slick horse Percy bought for fifteen dollars, so slick Percy cannot stay on without a saddle.

Since Claudino changed over, Larry Hume says he is the best man on the Third Shift. We hear Larry is going to get married. He may lose his championship.

Mr. Crocker was in for a visit. He looks and says he feels fine. Jack Savage is going to spend two weeks vacation with him in the High Sierras. Mr. Crocker intends to stay there a year and make a new man of himself.

Thomas Casey had a fine time and trip looking over the scenery in Canada on his vacation.

Watchman Allbright has shed his mustache for the summer.

H. Lane of the Second Shift is vacationing at Phoenix, Arizona.

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Married

The home of Are Mae Pius, 748 East 24th Street, was the scene of a pretty wedding on June 14th when she became the bride of O. Knox of the 16th Street Garage. The happy couple will reside at 769 East 40th Street. Congratulations.



H. K. CONACHER

DIVISION ONE

C. R. Lacy traded his "fresh air" Chevrolet touring car in on a Jewett sedan.



This sweet young miss is Beverly Dean, age fifteen months, daughter of G. P. Keasler of the Mechanical Department, Division One.

A. H. Wutherick is the proud possessor of a 1927 Ford coupe. Al is spending his spare time overhauling and painting it.

G. Smith returned from a week's vacation around the lakes at Bishop. George says there is plenty of snow, also plenty of bad roads.

Mrs. M. A. Keasler, age 80, mother of G. P. Keasler, Mechanic of Division One, passed away on May 28th at Hedley, Texas, after a sudden illness. She is survived by nine sons and one daughter.

George Monaghan, former employe of Division One, recently paid us a visit.

He looked like he hadn't changed a bit. Glad to see you, George.

G. L. King and family spent their vacation in Arizona visiting the Grand Canyon and the Painted Desert.

R. L. Lathrop is on vacation visiting his sister at Victorville. Some hot spot, Ralph.

Harry Ogden is sporting a new Nash sedan.

J. L. Sherrill and wife spent the weekend at their ranch. J. L. says everything looks fine.

DIVISION TWO

A. W. Harlow spent Decoration (Memorial) Day by decorating his house and garage with a new coat of paint.

E. Shaw accompanied a group of Division Two trainmen on a deep sea fishing trip June 9th. This was Shaw's first experience as a fisherman and he proved to be a good one.

Sam Cohn and Jack Sottile once again went up to that country just north of Bakersfield, where the jack rabbits abound, and were able to get enough for all of us.

S. T. Brown and wife spent a recent week-end at Glen Ranch, in the San Bernardino Mountains.

Jack Knight is absent from the Division while assisting in the dismantling of cars at Division Five storage yards.

Jack Bradley has a new radio and is now spending his nights at home twisting the dial.

DIVISION THREE

Eddie Swanson has moved to Hawthorne. Poor Eddie.

J. Scothorn has an Oakland now, new tires and everything.

G. Treener and H. Wescombe are going fishing. Results expected, no fish.

For fishing instructions, see Al Hamburg. He catches sharks and all.

Chester Binkiewicz suffered a slight injury to one of his feet last month due to a falling wrench.

DIVISION FOUR

Charlie Furrer is away on a week's vacation. We will hear some mighty big fish stories when Charlie returns.

C. Parker and family spent Sunday, June 19th, by driving to Arrowhead and Big Bear Lakes, where they had an enjoyable time.

George Mawby and family spent Memorial Day at his daughter's home in El Centro. George says the old Dodge ran fine.

J. B. Campbell and family spent a recent Sunday in Tia Juana.

DIVISION FIVE

Ed Hess has returned to work after spending an enjoyable vacation at nearby beaches.

Ralph Nokes spent his vacation learning to fly, as he was seen everyday on the Flying Circus at Venice.

George Sundeen, who transferred from Division Three, is now amongst our midst and we are sure pleased to have you George, and wish you luck.

Al Williams was on the sick list during the past month, but is now back to work.

Bennie Burgess took a flying trip to Bakersfield the past week-end.

Wheeler Ellis has just recently overhauled the Pontiac.



H. I. SCHAUBERT

Bill Bramlette was so severely burned last month that it was necessary to perform a skin grafting operation on his leg. He will be off duty for some time.

Jack Glover and his wife have returned from an extended trip through the East. He reports a very pleasant trip, with the exception of a little side tour not included in his original plans. While driving through Arizona, the car went out of control and plunged over a high bank, breaking two wheels—Jack's pocketbook being the only casualty.

Charlie Fields spent his vacation in town, showing the girls what a well-dressed switch repairer should wear.

Bill Staffer is off on sick leave, taking a much needed rest.

Charlie Kincaid has finally parted with the old Maxwell and now has a Nash sedan. Pretty fancy layout too.

Frank Putnam spent his vacation this year at Hermosa Beach, where he knows he can catch fish.

Charlie Ware spent a week at Sequoia National Park last month. He reports high water, snow still on the ground and very poor fishing.

After buying one camping outfit, and borrowing two more, Leslie Sparks and family, left for a trip to Yosemite. When the packing had been completed, Les found he had made no provision for his wife's wash tub, so he refused to take his razor. Just a real old fashioned vacation.

Bill Gaines loaded up his Dodge last month and left for the old home in Alabama. Look out catfish! Bill is nursing a five year appetite for you.

Jack Gray has left the service of the company. Anyone knowing of his present whereabouts please communicate with Louie Schmidt.

Carle Heffington is making vacation relief for Bill King, Night Welding Foreman, who is taking his yearly two weeks look at the sun.

Ed Fleming and Johnnie Hagerman are starting their vacation together, the first two weeks in July. Anyone so inclined could probably stop in at Anaheim Landing and make it a three handed game of pinochle.

The depression must be over! "Scotch" Bevilacqua is spending money like a drunken sailor. Fifty cents for a new straw hat. Just like that.

When, if ever, "Sir Walter Raleigh" Jinks helps another lady across an open trench she will be nearer his own weight. Ask him about it. He wouldn't tell me.

Jack Harris, of the Engineering Department, is planning a vacation trip over the Columbia River Highway. That's a long ways from home, Jack.

Learn to hide your aches and pains under a pleasant smile. No one cares whether you have the earache, headache, or rheumatism.