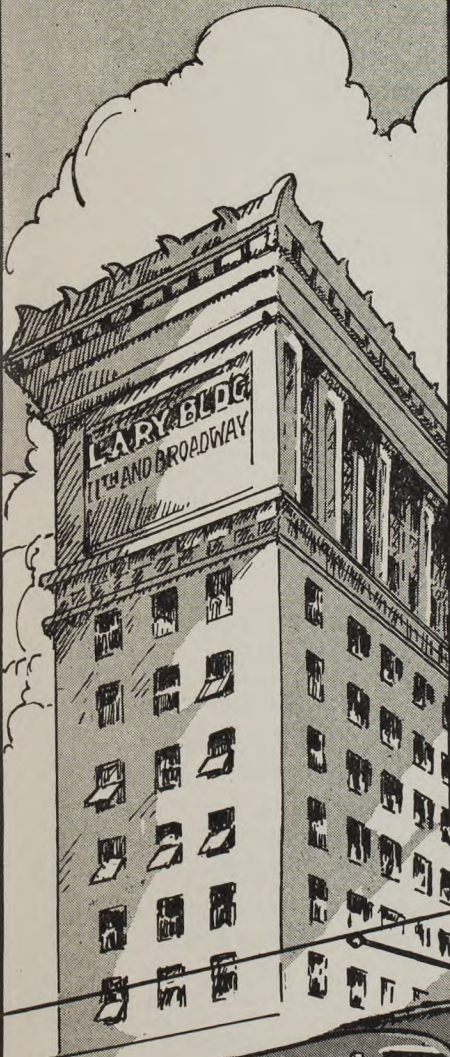


TWO BELLS



Goin' Fishin'

Maybe I won't catch nothin'
Because the sun's too bright
For the fish to rise to flies today,
But I don't care a mite.

I can hear the pines a-whisperin'
When they're swayin' in the breeze
And hear the birds a-singin'
As they fly among the trees.

I can hear the brook a-gurglin',
I can look up in the sky
And see the pretty color of
The clouds as they float by.

I may come home with empty creel
And yet with no regrets,
For there's more to goin' fishin'
Than the fish a feller gets.

—Selected.



Let Us Do Our Best

JUNE 12TH, is the big day in the life of the Lary system for on that day the rerouting and the new transfers go into effect. Everybody should be on their toes and exercise extreme patience with all patrons so that the new order of things may go into effect with as little friction as possible.

Our General Manager has issued the following bulletin to the public and the spirit of his statement should be carried out to the letter by every trainman and employe of this company.

The rerouting plan of the Los Angeles Railway submitted to our patrons in March has been modified in accordance with the information in this pamphlet.

These modifications are made because we believe the plan originally adopted might work hardships on some of our patrons during these trying times. It is our desire to disturb the riding habits of the people as little as possible, and to assist as much as we can during this economic crisis.

For the present we are going to try to get by without requesting the number of suspensions for which we originally made application.

We respectfully ask your cooperation in an endeavor to carry on and assure you it is our intent to give the people of Los Angeles the best service we possibly can at all times.

P. B. HARRIS,
General Manager.

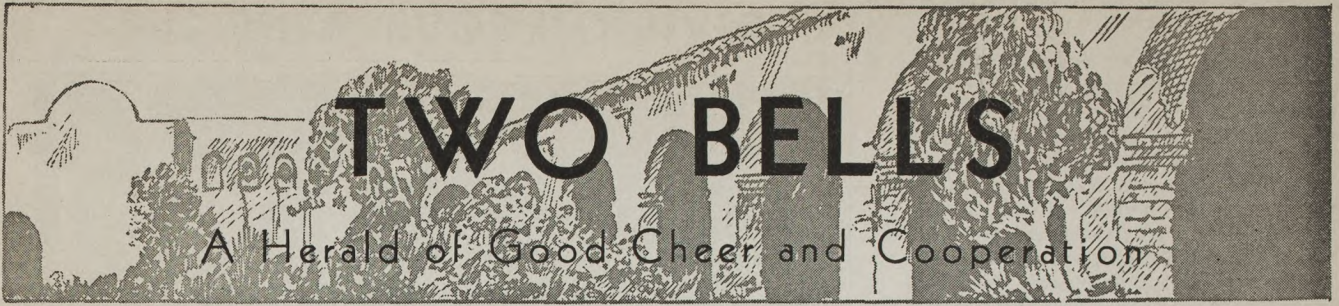
The Glorious Fourth

THE Fourth of July as every American knows, marks the anniversary of the Declaration of Independence by the American Colonies.

While the achievement of independence by the American Colonies carried over through the period of June 28th to August 2nd in 1776, it was on July 4th of that year that the Declaration of Independence was passed unanimously by twelve colonies. New York being the only one not voting.

The knowledge that they had gained independence and that the United States of America would be created was so definitely assured on the Fourth of July, 1776, that the colonists celebrated this date with tremendous enthusiasm. Every year since, this day is commemorated with reverence and with celebration. The use of fireworks has created an outlet for our feelings of national pride.

Underlying these historic events, is the fact that the original colonies presented a solid front for the cause they believed just. Without this united effort and this complete cooperation, independence would not have been achieved. The colonists got together and with teamwork that has not been surpassed put their idea for self-government over with a "bang."



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June, Nineteen Thirty-two

Number Six

JANET C. McNEILL

Publicity Manager and Editor

Division Meetings

THE NEW TRANSFERS

By E. R. DYE

Operating Superintendent

Division meetings were held at all the Divisions, starting June 6th at Division One. The theme of the meetings concerned the re-routing and new transfers which become effective on June 12th.

Our General Manager, P. B. Harris, said a few words of greeting at as many meetings as he was able to attend.

R. B. Hill, Manager of Transportation, told of the length of service with the Los Angeles Railway of the new officers of the company. Mr. Haskins, our President, has been identified with the company as legal representative since 1903. Mr. Harris, now General Manager, has been continuously with the company since 1910, with the exception of his period of service during the world war. "How fortunate we are," said Mr. Hill, "that the owners of the property selected men who know the company's problems so well and who are so well known by all the company. It behooves every one of us to dig in and help in every way that we can, not only to help the new officers, but to preserve to ourselves what we have."

Dan Healy, Chief Instructor, made a talk on the new transfers and the changes in the rules. He illustrated his talk with a map showing the different lines in the downtown district in various colors, also the east side shuttle lines.

Although a number of years with the company, H. E. Jordan, Superintendent of Equipment, has never before spoken at trainmen's meetings and he brought a welcome new note. He told in a very interesting way how the mechanical department functions to service and maintain cars, the methods of inspecting cars, giving a brief description of the different

It was anticipated that with the placing in use of the full dated transfer on May 1, 1932, a considerable saving would be effected, not only by reason of the fact that conductors would be less liberal in the issuing of transfers but that many of the abuses to which the symbol transfer had been subjected would immediately disappear. Our anticipations were realized, as figures show that immediately upon the adoption of a full dated transfer the number of transfers issued was materially decreased, and that, together with the elimination of many of the abuses, did effect a considerable saving.

Conductors now realize that transfers really do represent money, in many cases even more than a token or a seven-cent fare, and many conductors who looked upon transfers prior to the advent of the full dated transfer as being merely a scrap of paper, now fully realize the value of it, and it is

classes of inspections. He explained how records are made relative to inspections, repairs and failures, and how the records are used by the department to help locate weaknesses in equipment so that methods might be devised to overcome such weaknesses.

Mr. Jordan described what is done when a car is overhauled. He gave a summary in the way of a tabulation showing the different classes of jobs and the volume for a given month. When he had finished his talk, the trainmen present had a very good general idea of the duties and functions of our South Park Shops.

The meetings were very interesting to both conductors and motormen and were well attended.

largely due to the efforts of our conductors, insofar as they are able, to restrict the use of transfers to passengers legitimately entitled to them that a splendid saving has been effected so far.

On June 12, 1932, on which date the re-routing plan will become effective, a revised full dated transfer will be placed in use. Governed by new rules, these transfers will in some cases grant transfer privileges which have not heretofore been enjoyed by our patrons but to which we feel they are entitled, and, will, in addition, carry certain restrictions, the absence of which has heretofore resulted in much abuse of the transfer privilege by unscrupulous persons.

By the time you read this article, trainmen at several of the Divisions will have received explicit instructions from our Chief Instructor as to the changes in this new transfer, and it is vitally necessary that these instructions be carried out to the letter and that every conductor apply himself to the task of thoroughly understanding the new transfer rules, as only by a thorough knowledge of these rules on the part of conductor can he perform his work satisfactorily. Only by the closest adherence to these rules can we derive the greatest benefit from the use of this transfer. Special attention must be given by conductors to that portion of the transfer rules referring to the punching of after passing points, and it is very essential that conductors should very thoroughly understand the changes in the punching of time on transfers. The slightest negligence on the part of the issuing conductor may result in embarrassment to the passenger to whom transfer is issued, and also make it extremely difficult for receiving con-

ductor to handle the situation satisfactorily.

Until such time as our patrons have been able to thoroughly familiarize themselves with this new transfer system, conductors must, in every case where there may arise any doubt as to the validity of a transfer, give the passenger the benefit of the doubt. Altercations with passengers must be avoided, and each case handled in a diplomatic and gentlemanly manner, as the success of our new transfer system will depend, to no small extent, upon the manner in which our conductors handle the situations which may arise between them and their passengers on account of this new transfer system. Some conductors have the faculty of handling an unpleasant situation in the wrong way; other conductors, who are up against exactly the same situations every day, never fail to meet them with the necessary diplomacy, and, instead of making an enemy of the passenger involved, by their gentlemanly conduct and tactful handling of the matter make a friend not only for our company but for themselves.

Every conductor in our employ has been here a sufficient length of time to have learned exactly how to handle any unpleasant situation which may arise during his day's work, and when this new transfer is placed in use, their patience may be tested to the utmost, but regardless of what the provocation may be, every conductor will be expected to refrain from engaging in any altercation and to handle the situation in a businesslike and gentlemanly manner, so that instead of your patrons feeling they should complain regarding the attitude of our employes, they will commend you for the splendid manner in which you handle these ticklish situations.

It is you conductors to whom we must look to properly get over any such changes as will take place with the placing in your hands of these new full dated transfers governed by an entirely new set of rules, and I feel that we are perfectly safe in anticipating that you will put this change over in the same splendid manner as you have done at various times in the past.

Art Exhibit

Our Chief Draftsman, George E. Campbell, extends you an invitation to visit an exhibition of oil paintings by the art class of Poly Evening High School, Thursday, June 16, 1932, from 6:30 to 9:00 P. M., in Room 139 of the main building.

DIVISION FOUR WINS CUP



This is a ringside view of the playoff on May 31st, between Divisions Two and Four who tied for first place in the pinochle derby. The players are seated around the table from left to right are: R. E. Carroll, Div. Four; F. B. Slaughter, Div. Two; T. H. Speed, Div. Four, and T. J. Kelly, Div. Two. Superintendents Wimberly and Dickey are seen in the fan row rooting for their respective teams.

General Claim Agent C. M. McRoberts Retires

Under General Manager's bulletin No. 5, effective June 1st, 1932, Mr. S. A. Bishop has been appointed General Claim Agent to succeed Mr. C. M. McRoberts, retired.

Mr. McRoberts has been with the Los Angeles Railway since 1911, beginning work in the Claim Department in November of that year. He became General Claim Agent in 1919.

Mr. McRoberts was born in southwestern Indiana, was educated at Oakland City College and received his law degree at the Indiana Law School. From his graduation in 1898 to 1903, he practiced law at Princeton, Indiana. He spent two years in government service in the Department of the Interior. His next work was in the office of the General Solicitor of the Rock Island Lines in Chicago.

Mr. McRoberts got his first claim experience with the Illinois Central Lines and came from that road to the Los Angeles Railway. Through his many years of experience, he has established an enviable reputation in his special line of claim work.

It is with a great deal of regret that his many friends and co-workers learn of the retirement of Mr. McRoberts from active service with the Company. We shall miss him and our best wishes go with him.

Division Four won the pinochle derby by defeating Division Two in a playoff at Division Two May 31st. The new cup, donated by our late President, G. J. Kuhrts, finds a home for at least a year at Division Four.

The end of the tournament saw a tie for first place between Divisions Two and Four, each having won 19 games and lost 11. Division Two had the edge as they were the champs, so Division Four had to play Division Two on its home grounds. Maybe Division Two team was a little too sure of themselves, anyway Division Four cleaned up on them to the tune of two games out of three.

Division Four, while undisputed champions and holders of the cup for a year, have a hard night ahead of them, as Bob Hill has contracted to take on the winners, with a partner chosen by himself. The date of this grand finale will be announced later.

Superintendent Dickey lost one of his champs when T. J. Kelley packed up and went over to Superintendent Wimberly's headquarters in the general choice. The first year of the pinochle tournament was 1928 when Division Five won the cup. The following three years, Division Two won the cup and it remains a permanent fixture there. During each of these three years, Kelley was one of Division Two's champs.

The percentages at the end of the final game of the tournament were:

	Won	Lost	Pct.
Division Two	19	11	.633
Division Four	19	11	.633
Division One	14	16	.467
Motor Coach	13	17	.433
Division Three	13	17	.433
Division Five	12	18	.400

Coordinating Our Efforts

By H. E. JORDAN
Superintendent of Equipment

Most of us agree with the correctness of the old proverb that "Whatever is worth doing at all is worth doing well." It is certain we will agree to the statement that there is a wonderful satisfaction of mind each time we complete a job when we know we have done our very best.

We are all born with certain inherent qualifications of mind and body, some excel others in their natural gifts in various lines whether it be salesmanship, music, physical equipment, or mechanics.

Although nature starts each person out with definite mental and physical equipment, it is up to the individual to get the most out of his or her assignments. No one knows the limit of their respective qualifications until they have developed them to the fullest extent.

It is doubtful if any one individual today gets the maximum production from his or her abilities. In fact, we probably get a low percentage of the total, simply because we are unwilling to pay the price through self-denial, or unwilling to exert the effort and overcome that major parasite to progress known as laziness.

If you have read this far, you have probably said aloud, "Who in thunder wrote all of this hooey?" yet, if you think it over a few minutes, you may be forced to admit it is not all hooey, there is some truth in it, even if it does only apply to your associates and not to you.

We that work for the Los Angeles Railway all have definite job assignments. If we have been fair to the Company, better yet, if we are being fair to ourselves, we should do the very best we can to fulfill our respective jobs to the best of our ability.

Most anybody can cook food in some fashion so it may be eaten, but it takes no small amount of natural skill and considerable practice to prepare an appetizing and thoroughly wholesome meal. In these days nearly every one can drive an automobile, and it does not take long to learn how to wrap up a controller and operate an air valve, but it takes considerable natural talent, and a great deal of experience to drive a motor coach or to operate a street car with a **minimum expenditure of power** and with a **minimum abuse to the equipment**.

It is the Mechanical Department's duty to maintain the rolling stock, so that it may be operated safe and satisfactorily in giving service to our cus-

tomers, the riding public. In the course of doing our work, we observe many conditions of the equipment which indicate either faulty operation through ignorance, carelessness, or intentional abuse of the equipment. The first condition may be overcome if the individuals that are responsible conscientiously endeavor to fulfill their duties. The latter conditions may be overcome by measures which certainly should not be necessary when dealing with adults.

In an effort to obtain a higher degree of efficiency through lower power and maintenance costs, members of Mechanical Department will attempt in a series of articles to describe some of the results of abuse to equipment, so that you of the Operating Department may cooperate with us in eliminating wasteful expense.

Engineering News

The Engineering Department is getting ready to make an excavation on Temple Street, between Figueroa and Grand, preparatory to lowering our tracks to meet the new grade of Temple Street. The city will widen Temple Street from Park View to the Civic Center. Our tracks will have to be lowered eight to ten feet between Figueroa and Grand. Service will be single tracked over the south side of the street while the cut is made on the north side, then temporary track will be laid on the north side while the south side of the street is being cut down. Service will be single tracked for at least a month or six weeks.

The Engineering Department has about completed the installation of a new double track turnout onto Jefferson Street at Vermont for the new routing of the "K" Line.

Engineer Eaton's Invention In Action



The portable sanitary drinking fountain, invented by B. H. Eaton, our Engineer of Way and Structures, is shown here serving the track crew on a repair job on Ninth Street near Vermont. Pretty soft for the "water boy," standing at the left. No more buckets to carry for him. The tank holds about five gallons. The thirsty one raises the pump plunger, then pushes it down, forcing the water out. A metal ring prevents the drinker from touching the fountain bowl, making it sanitary.

Standing of Trainmen by Divisions

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

Division	Loss of Courtesy		Loss of Safety	
	Motormen	Conductors	Motormen	Conductors
One	1	1	9	0
Two	0	0	9	0
Three	0	2	8	1
Four	0	1	14	0
Five	0	2	3	1
Totals	1	6	43	2

Safety operators are listed as motormen.

Around the Corner

By J. C. COLLINS

Supt. Meter-Mileage Department

Some trainmen are changing to other Divisions and old established lines are being diverted over different routes and to other terminals. There will be a certain amount of confusion and a chance that someone will make a mistake—see that it is not you. Be on the alert, with your mind on what you are doing and where you are going, so that those depending upon you may be assured of the same high degree of safety as in the past.

Obedying the rules has made street cars the safest vehicles of transportation in the world, and the changes which are now being made do not in any way change the rules affecting correct operation.

Familiarize yourself with the characteristics of your line; distances, the location of curves, track crossings, electric switches, and do not overlook the terminal. Do not overrun electric switch points, and pay particular attention to the crossover rule.

The following are a few of the places to which your attention is especially directed:

Line "H," Division One: Automobiles often park at Bimini curve so that eastbound cars cannot clear; all cross streets on the private way are dangerous, Commonwealth and Virgil especially so. It is necessary that all these cross streets be made safe. Maple Avenue is narrow, with confused traffic near Pico Street; and the section south of Vernon is dangerous.

Lines "N" and "L" should be easily mastered by the men of Division Three. Care must be exercised at switches and curves on Figueroa at Ninth and Eleventh Streets. Muffle gong while passing a hospital, and guard against head on collisions with automobiles while operating single track on Fountain Avenue.

Division Four: Do not run off end of "A" Line; the curve at Adams and Normandie will fool you, it needs plenty of clearance. When going west on Venice Boulevard it is easy to arrive at Burlington before you realize it. Watch Venice and Hill also. The curve at Avenue 26 and Griffin is sharp; have car under control, when south bound, before you pass second sign suspended from span wire. Be under fair control while rounding curve approaching Avenue 46, Line "W."

Line "7," Division Five: The curve at Third and Santa Fe Avenue is governed by special rule and unless you observe that rule and stay back of clearance markers, until other car has cleared, you will have a collision. Obey the rule and avoid excuses.

Conductor Little With His Famous Smile

John Thomas Little, Conductor of Division Two, was born in Rison, Arkansas, about thirty-six years ago and Arkansas lost a good citizen when he left his native state, if a good record here for the past five and one-half years is any indication.

Before coming to Los Angeles he worked for the Ford Motor Company in Detroit for six years, leaving there with an excellent record to come to Los Angeles to be with his brother and mother. He was employed by the Los Angeles Railway in January, 1927.

The first year he managed to draw three cautions; the next year one caution; the next three years went by without a single caution, which shows he is improving with age. Not a mark against his record so far this year. Demerits have not been mentioned above for the simple reason that there were no demerits issued.

His folder contains many commendations from people of all ages and in all walks of life who have ridden his car and watched him perform his

daily task. He has received more commendations than any other conductor at Division Two.



Conductor J. T. Little flagging for the cameraman. Mr. Little says this is no way for a Lary conductor to flag traffic, neither was it a candid camera that took his picture.

If you are in doubt about anything pertaining to your line use your best judgment at the time, then find out so you will know. Doubt can only exist when you do not know.

It is just a second or two that divides the safe from the unsafe man. Take nothing for granted. The result is of too much importance to permit of guess work. Know where you are, and what you are doing, all the time.

Prosperity may be just around the corner, but it is up to us to go around that corner if we expect to overtake it. Therefore, do your best today.

Square and Compass

A fine chicken dinner preceding the regular meeting, May 21, 1932, was relished by many Club members. Brother L. R. Brandon, who is a member of Henry S. Orme Lodge No. 458, F. & A. M., certainly knows his "chickens," and prepared them as only "Louie" knows how. The evening will long be remembered by the many members who were fortunate enough to partake of this delicious dinner, and enjoy the manner in which it was served.

Mr. P. B. Harris, our General Manager, was unanimously made Honorary President of the Square and Compass Club and it is hoped that we shall see him in our midst quite often.

After some very interesting remarks from Brothers R. A. Pierson and F. Van Vranken, a group of RKO artists entertained a large and enthusiastic audience.

The Club is in receipt of a very cordial invitation from the Pacific Electric Railway Square and Compass Club to be their guests Tuesday evening, June 14, 1932, at 7:45 p. m. in their club rooms at 627 S. Los Angeles St., and all of you brothers who can get out that night, come on and let us make a good showing.

As other duties and obligations will not permit Brothers Julius Blum and Dan Johnston to continue with us, they have resigned from the Club.

First June Wedding

The first Lary June wedding to be reported was on the evening of June 1st when Miss Vera Burton and Eric Kenway were united in marriage in a very beautiful ceremony in the Little Church of the Flowers at Glendale. The bride was unusually lovely in her white lace gown.

A few days before the wedding R. A. Pierson, Superintendent of Personnel, officiated at the presentation of a set of glassware from the Personnel Department.

The happy couple have gone to Yosemite on their honeymoon.

We all wish them a long and happy life together.

Scout Troop 45 Takes Long Hike

The rapid growth of Boy Scout Camp Number 45, sponsored by the Lary, and really a product of Division One is worthy of honorable mention. Through the efforts of Foreman J. B. Lair, who is Chairman of the Committeemen and Scoutmaster Bower and Assistant Scoutmaster Dyson, the camp has grown since its organization on April 8th, from seventeen members to its full quota for thirty-two members. Only by special permission is it possible to increase its membership.

On Saturday, May 21st, thirty of the boys with Scoutmaster Bower and seven scouters left Division One at 4:30 p. m. for Arroyo Seco Canyon in six autos furnished by the Committeemen. The boys made camp for the night, but there was not much sleep, what with a roaring big bonfire, weenies baking, marshmallows toasting over the coals and all the things going on that thirty husky boys can think of.

In spite of loss of sleep, however, everybody was up early Sunday morning and by 6:30 had downed a breakfast of bacon and eggs and cocoa, had broken camp, packed kits and were off for a four mile trek to Switzer's Camp where they spent Sunday.

While in camp, the boys passed about thirty tests on first aid work, making camp, fire building, cooking, and tracking.

Sunday's dinner consisted of potatoes, beans, jam and bread. The Scoutmaster and Committeemen did the cooking under the direction of Committeeman Fife.

While in camp, one of the Scouters, Mr. Sebby, who is a retired Army man, put in his application and was accepted as Scout Committeeman. Committeemen of Troop 45 consist of Messrs. Lair, Bunnes, Voight, Kline, and Sebby, with Mr. Dyson, Assistant Scoutmaster.

The boys broke camp about 3:30 Sunday and came home, tired, but happy.

At the meeting of Troop 45 on May 20th at San Pedro Street School, Everett Prey, age 17, was elected the new Junior Assistant Scoutmaster.

Mrs. Ryan's Father Passes

The many friends and coworkers of Mrs. Blanche A. Ryan, of the Claim Department, all wish to extend their most heartfelt sympathy to her upon the loss of her father, T. M. Phelps. Mr. Phelps passed away after a long illness at the home of another daughter in Glendale, on May 13th.



Standing on ground, left to right: Charlie Plume, Joe Hanson, Bill Swearingen, Harry Snow, Frank Sharpe, Leo Maag, Phil Gross, Mr. Davis, Al Carter, Harry Collins, Jack Maag and Pat Rooney who is just about in the picture. Seated on edge of car are Jack Brandon, Jack Finn, Pat Jinks and Bill Staffer. Standing on car we have Joe MacDonald, and extreme end, Jack Casey, Florence Casey, Mike Bird, E. Mackey, Micky Welsh and George Sellers.

In the early days of street carrin' the horse and buggy were put in the stable and the bicycles parked by the garden gate so that the good folks could all go together for a picnic by street car. In those days it didn't matter what kind of a car it was so long as the gang could go along.

The accompanying photograph is a picnic group consisting mainly of employes of the Track Department and their families. They were enroute for a gorgeous time at the old Dairy Farm on Verdugo Road. The picture was taken at the corner of Avenue 20 and Pasadena Avenue in the summer of 1906.

And we will let you in on a real deep secret. The ladies in the Floradora attire are actually sitting on beer kegs. Tssk, tssk!! Of course, in that day and age the beverage was quite in order and we bet they certainly had some good times.

News of Supervisors

A. E. Seyers, Supervisor, took a vacation in the High Sierras, visiting Yosemite Valley.

* * *

Supervisor Harry Atchison and wife started their vacation on June 1st, planning to visit Grand Canyon among other point of interest.

Pintopplers Blues

Captain Doyle Rishel came to work on the morning of May 12th with the toes of his shoes all scuffed up. His chest stuck out so far that he couldn't see where he was going because on the evening before he wiped the cobwebs out of his sights and juggled the mineralite to the tune of 256 pins which won him a 250 club medal, given by the Pacific Coast Bowling Congress to any player who rolls 250 or better in League competition. This was high game of the evening and Doyle also won the \$1.00 cash prize.

Our team won the \$2.50 cash prize for the high series of the evening, scoring 2622, and hold League honors for the highest single game with 1022. So far so good but in the May 25th game Hinze again won the Booby prize with a 98 game and our team is well headed toward the foot of the class. Following is a list of our points for the month.

	Points
May 4th—	
Chevrolet Motors	3
L. A. Ry.	1
May 11th—	
Goodyear Tires	2
L. A. Ry.	2
May 18th—	
Johnston's Cake	1
L. A. Ry.	3
May 25th—	
Sip'n Bite Cafe	4
L. A. Ry.	0



BIRTHS

Well! Well! Well! The first item for the births column came in May 1st and who should be the papa this time but our good friend and Supervisor, Joe Whitelock. Mr. and Mrs. Whitelock have been married thirteen years and this is their first born. The baby arrived April 29th but you "pops" and "moms" know that the daddy of a first-born has a deal of excitement to overcome before he can step out and tell the world. Well, anyhow, Joe finally emerged from his joy-stricken habitat and his multitude of friends learned it was a seven pound boy and that all was well. They've named him Jerome Stanley and in congratulating the happy parents, may we add, our fondest wish is that the little one will find life's greatest joy in that unselfish good-fellowship so characteristic of Papa Joe.

* * *

The three "R's" may mean reading, 'riting and 'rithmetic to lots of people but to Division Five they mean cigars galore. Conductors Riley, Ritter and Ryan were the donors. Here they are.

Conductor P. J. Riley started the ball rolling on Tuesday, May 10th, on the occasion of the arrival of an eight pound baby girl, Lois Ann Riley.

May 19th saw Conductor W. H. Ritter walking in with a big smile and carrying a box of cigars as he announced the arrival of a nine pound baby boy, William Herschel Ritter Junior.

Not to be outdone along comes Conductor D. W. Ryan on May 23rd, passing around the cigars and saying "It's a boy, tipping the scales at seven pounds fourteen ounces."

Mothers and babies are all getting along fine. Congratulations, boys, and thanks for the smokes.

* * *

Conductor A. H. Boivin, of Division Two, dropped up to the Division early on the morning of May 22nd, all dressed up and a large box of cigars under his arm. The occasion being the birth of a nice little baby girl, the first in the Boivin family. They have decided to call her Aline Rosemarie. Mother and babe doing fine from the last reports received.

* * *

R. L. Woodrow of the Motor Coach Division passed the cigars and told us that a 7¼ pound baby girl arrived at his home May 21st. Her name is Betty Larue. Congratulations, and thanks for the smokes.

O. L. Lahman of the Motor Coach is the proud papa of a new baby girl. She was born April 22nd. Her name is Lois Audrey. Mother and daughter are doing fine.

* * *

A. R. Bauer of the Motor Coach Division reports the arrival at his home of Carol Ann, May 23rd. She weighed 7½ pounds. Mother and daughter are getting along nicely.

* * *

Ray Sudano of the Garage Department, not to be outdone by the Motor Coach Division, has a baby girl at his home. She arrived May 21st, weighs 6½ pounds and has been named Betty Jean. Congratulations.

* * *

Jo-An Ruth Heft is her name and she arrived at the home of her parents, Conductor and Mrs. L. H. Heft of Division One on May 9th, and everybody is happy.

Journey's End

Daniel Cronin, on the Pension Roll, died May 14th. Mr. Cronin was born in County Cork, Ireland, and was first employed by this company as a motor-man at Division One on December 18, 1891. He was placed on the Pension Roll on April 22, 1925. He is survived by a daughter and two sons.

Appreciations

Your kind and beautiful expressions of sympathy in our recent bereavement are gratefully acknowledged and appreciated.

Mr. and Mrs. James L. Clarke and Family

• • •

We wish to take this opportunity to express our thanks for the consideration shown to our father during his long illness, by the Los Angeles Railway Corporation. It is appropriate, also, that we show our appreciation of the sympathy extended to us after his death. We thank the Los Angeles Railway and the many friends of our father in its employ for their courtesy.

Sincerely yours,

Joseph M. Cronin
Julia Cronin St. Pierre
John A. Cronin

• • •

Acknowledging with sincere thanks your beautiful floral offerings and kind expressions of sympathy in the death of our father.

H. J. Burke and Family



Flag Day, June 14th

The anniversary of the day in 1777 on which the Continental Congress formally adopted the Stars and Stripes as the flag of the United States will be celebrated on June 14th.

The flag of this nation is the result of a process of evolution from a number of earlier standards under which the colonists achieved their independence. The banner in use just preceding the adoption of the present emblem was the Grand Union, which comprised 13 stripes and bore the crosses of St. George and St. Andrew.

By act of the continental congress, June 14, 1777, it was decreed that "the flag of the 13 United States be 13 stripes, alternate red and white," and that "the union be 13 stars, white in a blue field, representing a new constellation."

There were 13 stars in the flag during the Revolution, 15 in the War of 1812, 29 in the Mexican War, 33 to 35 in the Civil War, 45 in the Spanish War, and 48 in the World War.

The first display of the new flag probably was at Portsmouth, N. H., where Paul Jones was preparing to sail on the Ranger. The young women of that port made a flag, which was flung to the breeze July 4, 1777. By error it contained only 12 stars.

A month later, August 3, 1777, the flag was first displayed before an enemy when a replica of the Stars and Stripes was hurriedly made and raised over Fort Stanwix, near Rome, N. Y., in defiance of the foe.

Still later by a month came the flag's first encounter at sea, when Capt. Thomas Thompson, on the American sloop Raleigh, en route to France, hoisted the new emblem and fired on a British vessel, September 4, 1777.

The American flag was first displayed in a foreign port from the mast of the American schooner, Bedford, of Massachusetts, which arrived in the British Downs, February 3, 1783.

Old Glory first floated over a fortress in the old world when Lieut. Presley N. O'Bannon, of the United States marines, displayed it over the Tripolitan fortress at Derne, on the north coast of Africa, April 27, 1805.

It is a mark of disrespect to allow the flag to fly throughout the night.

The flag means more, even in its colors, than some comprehend. The red was chosen to denote defiance and daring, the white, purity of purpose, and the blue, eternal vigilance, perseverance in the right and justice for all.

WITNESSES

Once again Division Two was the only division to increase the average number of witnesses per accident during the past month.

All the other Divisions showed sharp declines in averages.

But, in spite of the gain for Division Two and the losses sustained by the other Divisions, their relative standing still remains the same as for April.

Comparative witness per accident averages for April and May are here shown:

April		May	
Div. 4	7.19	Div. 4	6.34
Div. 3	6.50	Div. 3	5.93
Div. 5	5.23	Div. 5	4.82
Div. 2	4.59	Div. 2	4.80
Div. 1	4.12	Div. 1	3.67

There was a substantial decrease in the total number of accidents in May from the number in April—May, 811, and April, 914.

The total average witnesses per accident for all divisions was 5.00 for May and 5.40 for April.

Complaints

In May there were 7 more complaints chalked up against the trainmen than there were for April. Fare and Transfer Trouble made the biggest jump with 9 more than for April; Discourtesy increased by 4; Passing Up Passengers 1; and Miscellaneous complaints increased 2.

Short Change decreased 4, and Service 5. All other classifications remain the same as for last month.

Here are the comparative figures for April and May:

Classification	April	May	
Discourtesy	19	23	4
Fare and transfer trouble	35	44	9
Starting too soon	4	4	0
Passing up passengers	6	7	1
Carrying passengers past stop	4	4	0
Dangerous operation	0	0	0
Short change	10	6	- 4
Service	6	1	- 5
Miscellaneous	25	27	2
Totals	109	116	7

Veterans

The Railway Veterans Club will hold its next dance June 18th, at the same place as the last dance, 246 So. Hill Street, with the same good music, prize drawings and usual fun, so let's all turn out this time and put it over in a big way. Commander Deane says he will let you in on a secret—the Club did not quite make expenses last time.

News is scarce this month but be sure to watch Two Bells in July because there is a big surprise in store and it is something that everyone will be interested in.



Kelly and Cohen were having dinner together. Cohen helped himself to the larger fish and Kelly said:

"Fine manners you have, Cohen. If I had reached out first, I'd have taken the smaller fish."

"Vell," Cohen replied, "you got it, didn't you?"

On the Sightseeing Bus

"Hold onto your hats, we're going through the canyons of lower Broadway, and its windy. Now, we're turning into Wall Street; hold onto your shirts."

Monahan: "There's a delicious sense of luxury when one is lying on one's bed and ringing one's bell for one's valet."

O'Rourke: "Have you a valet?"

Monahan: "No; but I have a bell."

Mrs. Ritzy Voo—I understand you cooked for the Heyster-Peysters. Why did you leave?

Cook Applicant—Well, mum, after their stocks went down to nothin' almost, they was always borrowin' my car!

Salesman: "Here are radio sets at \$5 up."

Farmer: "No, that's too dear. Show me those you advertised at \$5 down."

Two Scotchmen tossed to see which one should pay for the dinner. The winner called, "Heads." The loser called, "Fire!" and escaped in the confusion.

Learn to avoid all ill-natured remarks and everything likely to create friction.

Learn the art of saying kind and encouraging things.

Every Need Served

The tenants in the Los Angeles Railway Building are conducting their businesses in a first class manner and will be glad to serve the needs of any one in the building.

On the ground floor there is a drug store, with fountain lunch; a tailor; a restaurant; a stationer; a shoe repairer; a barber shop, and a cigar stand.

We are fortunate in having two such high class eating places.

LARY LAFFS

Drinkwater—This is real pre-war stuff!

Swillbeer—You don't mean to say there is going to be another war?

"Did you know the defendant, Rastus?"

"Ah had a logical acquaintance with him."

"What do you mean by logical acquaintance?"

"Well," the witness replied, "us both belong to the same lodge."

"Hulla! Bought a saxophone?"

"No; I borrowed it from the man next door."

"But you can't play it."

"Neither can he while I've got it."

"Love, you know is the greatest educator."

"And marriage is a post graduate course."

"And what shall we say of divorce?"

"Divorce—oh, that's getting expelled from college."

"Rastus, I understand that you have become the father of twins?"

"Yassuh, Ah done call the fust one Adagio Allegro, and Ah'm goin' to call the second one Encore."

"Musical names, all right. But why do you call the second one Encore?"

"Well, suh, you see, he wasn't on the program at all."

"Did ye hear about Sandy McCulloch findin' a box of corn plasters?"

"No."

"Yes—so he went and bought a pair of tight shoes."

As Pat boarded the train and took a seat, there was a smile of triumph upon his face. A friend turned to him and remarked, "What great joy has come to you, Pat?"

Pat's countenance beamed satisfaction. "Sure, Oi've bin ridin' on this road for ten years and Oi got the best of the company fer once in my loife."

"How's that?" demanded the friend.

"Oi've jist bought meself a round-trip ticket, an' Oi ain't a-comin' back."

Visiting Delegate (to hotel clerk) "Why didn't you call me at seven-thirty this morning?" he demanded.

"Because," returned the affable clerk, "you didn't go to bed till eight."

The right way to dress this season is just well enough to avert suspicion and not well enough to invite a hold-up.



BOUQUETS

It is very pleasing and gratifying to receive a letter from an organization of neighborhood residents complimenting the operators of the car lines serving that neighborhood, and with justifiable pride Two Bells publishes the following bouquet for a group of Division One men:

Gentlemen:

Our Association, comprised of residents and taxpayers of City Terrace, desires to acknowledge to you the courtesy and efficiency shown by the following operators on the Evergreen and City Terrace Lines, which we as patrons deeply appreciate:

Safety Operators (1) R. A. Clapp, (2) F. R. Combs, (3) B. S. Hopkins, (4) C. Moore, (5) J. H. Bell, (6) L. Ogle, (7) H. E. Cumberly, (8) A. J. Hester, and (9) F. W. Lockett, and Safety Operators, (for whom we have no pictures), (38) C. L. Allen, (39) A. E. Vejar, (40) J. Viellenave, (41) J. A. Hunter, (42) A. K. Turner, (43) M. Grammer, (44) I. R. Tilton, and (45) H. O. Nelson.

Very respectfully,
PROPERTY OWNERS ASSOCIATION OF CITY TERRACE

George W. H. Hughes,
Executive Committeeman.

For (10) Motorman G. Searl of Division Three from Myrtle E. Bradley for his courtesy and for his competent manner in handling his car in heavy traffic.

For (11) Conductor B. E. Clark of Division Four from Saidee C. Wales for gallantry in helping her sick lady friend on and off the car.

For (12) Motorman L. V. Brown of Division Four from Catherine A. Watts for courteously holding his car after the "Go" signal until she could cross the street and board it.

For (13) Conductor W. V. Forbes of Division Three from C. W. Stimson for carefully and painstakingly assisting a crippled passenger and cheerfully and kindly helping a woman with three small children from his car at the terminal of the run. Also for his pleasant manner of meeting the passengers who plainly resented the necessary delay.

For (14) Conductor R. G. Monahan of Division Four from Mrs. C. W. Melcher who wrote: "The pleasant 'Good morning' of Conductor 2852, on the 'B' Line, starts the day off right with the feeling that 'All's right with the world' for that day at least."

Conductor Monahan also received a commendation from Mary A. Foster expressing her gratitude for kindness received from him on the "B" Line.

For (15) Conductor H. S. Mink of Division Four from Theodore Terrones who says: "I was particularly impressed with the courtesy extended customers by this conductor. I noticed he helped the elderly people on and off the car, and gave courteous replies to all questions asked him."

For (16) Conductor G. H. Drinkwater of Division Five from Olive S. Howells as follows: "I was very much impressed with the courtesy of Con-

ductor 16. He had a very pleasant smile and a kind word for everyone. He made one feel that the sun was shining even on a foggy morning."

For (17) Conductor C. V. Jones of Division Four from S. G. Jones for special courtesy shown an elderly woman.

For (18) Conductor E. W. Park of Division Two from Mrs. Carrie V. Colby who says: "It was a cold and dreary morning but this conductor was so pleasant and nice to everyone I soon forgot all about the weather. I have never seen a young man take the interest and help his passengers the way he did. He called out each street clear and distinct. He seemed to take pleasure in helping passengers on and off the car steps."

For (19) Conductor E. L. Jandro of Division Three from Hilda Goldstrass for leaving his car to courteously assist a lame woman to alight.

For (20) Conductor C. H. Owens of Division Three from Mrs. E. P. James for kindly and courteously helping an aged couple off the car and seeing that they reached the sidewalk safely and for being "as cheerful as though his work was a pleasure."

For (21) Conductor J. A. Gannan and (46) Motorman O. T. Carmack, both of Division Five, from Ann McAlpin Peck whose work requires her to be downtown every night at 11:30. She says this crew knows just where she boards the car and are always on the lookout for her. She also says: "The same people take this car every night and I know they share my feeling of the good service, by their

friendly greetings as they get on and off the car."

For (22) Conductor S. R. Leckey of Division Three from Mrs. M. Vandergrift for extreme courtesy.

Conductor Leckey is also commended by A. S. Falconer for courteously escorting an elderly Mexican woman with a small child in arms through a crowded car to the rear, seating her on his stool and then protecting her from being crushed by the crowd. The letter said: "It is easy to be nice to pretty flappers—only the thoroughbred are courteous to the old and homely."

For (23) Conductor J. M. Sullivan of Division Five from Mrs. E. Bishop for giving information in a pleasant manner and for calling streets clearly and promptly.

For (24) Conductor F. J. Donnelly of Division Two from Mrs. I. R. L. Baker for kindness and courtesy and for considerately giving information and assistance when needed.

For (25) Conductor R. W. Bower of Division One from M. Plaquette for the manner in which he handled an incorrectly punched transfer situation.

For (26) Conductor J. A. Douglas of Division Four from Miss L. L. Gilbert for "going beyond required courtesy to assist an old, blind negro man safely to the sidewalk daily," and for his pleasant attitude while working.

For (27) Conductor L. E. Sherwood of Division Four from Arthur Andrews for his method of answering questions and handling crowded car conditions and for remaining courteous and cheerful under very trying conditions.

For (28) Conductor L. Rogers of Division Two from Lois Searl for always being very kind and courteous to every person getting on and off his car.

For (29) Conductor H. D. Adams, (30) Conductor T. D. LaMay, (31) Conductor M. V. Howell, (32) Conductor J. C. Phillips, (33) Motorman A. Benson, (34) Conductor G. R. Perdew, (35) Conductor S. J. Riggs, and (47) Motorman F. J. Arnold, (no picture), all of Division Three, from Miss Ella M. Kennedy for special kindnesses and courtesies to her in assisting her on and off the cars.

For (36) Conductor C. F. Fitzgerald and (48) Motorman O. J. Lamm, (no picture), of Division Two, from William J. Gibbons. Conductor Fitzgerald is complimented for his "cheery smile which always acts as a tonic." Motorman Lamm is commended for making a special stop for Mr. Gibbons when he was hurrying to catch the car. Mr. Gibbons said: "Tis a pleasure to ride with men like these."

Bouquet letters have also been received for the following trainmen for

whom there are no photographs in our files:

For (49) Operator W. E. Rinker of the Motor Coach Division from Leone Dudleigh for being "so very thoughtful and polite to his passengers."

For (50) Conductor J. St. Claire of Division Five from Mrs. Crump for extreme courtesy to everyone, but especially for the respect he showed to elderly people.

For (51) Motorman E. J. Zumault of Division Five from Katherine Dyer for efficiency and alertness in averting what might have been a serious accident when an automobile cut in ahead of the car.

For (52) Motorman J. R. Grose of Division Three from Frank E. Greiger who wrote: "May I acknowledge your courtesy in turning in to the Lost Department of the Lary my brief case, which was found in the street late last night. Not having been a passenger on your car makes your act far more significant. Thanks a thousand times."

For (53) Operator E. L. Mullin of the Motor Coach Division from Laura Frederickson who says: "It has been my good fortune to take his bus each morning for the past year and he is one of the most pleasant, courteous men I ever knew. His courtesy toward elderly people is very fine."

For (54) Motorman W. H. Obear, of Division One, and (55) Conductor C. H. Cummings, of Division Two, from Mary Wilson. Motorman Obear is highly commended for holding his car for her when she was running to transfer. Conductor Cummings is complimented for always being kind and courteous and for always helping elderly women on and off his car.

For (56) Motorman R. A. Brandisch and (57) Conductor S. A. Thomason, of Division Five, from Mrs. Lou G. Martin for courteously holding the car when she was held up by traffic, and also for kindly helping her to board the car.

For (58) Motorman T. C. Strobel of Division Two from M. D. Cliggitt for the pleasant and courteous manner in which he stopped his car for passengers.

For (59) Conductor L. E. Lick of Division Three from Miss A. June for courtesy to passengers and for assisting them when help is needed.

For (60) Conductor E. E. Wood of Division One from Mrs. H. C. Binswanger for outstanding courtesy and helpfulness; for giving information and for assisting passengers by painstakingly seeing that they got off at the right places; all of which "he did most affably, making the passengers really enjoy that trip."

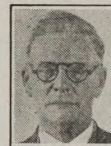
For (61) Conductor J. B. Dunn of Division Three from Rollin Enfield for being very courteous.

Convalescing

On May 26th Two Bells had a caller everyone was glad to see up and around once more. Conductor C. N. Reddick of Division One came in and said he was getting along slowly but surely and he wishes to thank all the officials, traffic boys and trainmen for the many flowers, cigarettes and magazines furnished him, and the visits paid him, since he was knocked down and badly injured by an automobile at Fifth and Central while working traffic.

Division Five Makes Record

Saturday, May 21st, and Sunday, May 22nd, NO ACCIDENTS. Not an accident from 2:34 p. m. May 20th, to 7:48 a. m. Monday, May 23rd. Let's have some more "No accident" week ends.



H. N. COLE

The many friends of Trafficman H. J. Burke and former Trafficman D. P. Burke, will be grieved to hear of the death of their father, P. J. Burke, who was killed by an automobile on Sunday, May 29th. Funeral services were conducted from St. Thomas' Church, and the body was interred at Calvary Cemetery by the W. A. Brown Undertaking Parlors, June 1st. Beside the two boys he left a wife and three girls to mourn his loss.

Safety Operator M. Grammer has returned from a seven day rest (?) down on his ranch.

There is no place like home, so Motorman A. Mariscal spent a fifteen day vacation right there.

Somewhere in Oklahoma is where Conductor D. A. Hinds is spending the next sixty days.

Conductor C. D. Burnett was granted a vacation of sixty days to visit relatives in Kentucky.

On account of a death in family, Motorman R. T. Gamble was called to his old home in Minnesota during the month.

The last we heard of Conductor W. R. Elliott, he was headed north at a rapid clip. He will be away a month.

In order to look after some property in Arkansas, Motorman K. L. Mayes has taken sixty days off.

Motorman G. L. Ker who has been on the sick list for several months has returned to his duties, but is not able to put in full time.

Motorman O. V. Lawrence recently received a letter from Motorman E. G. Pearce who is visiting with his family in Missouri. They are having a splendid time, according to his letter, but will be glad to get back to sunny California.

Conductor C. F. Stagers is still on the sick list.

Conductor A. W. Beardsley believes in

doing things right, so one day recently when he worked part of two runs, it was necessary for him to relieve himself. When he arrived at the relief point, he sauntered to the sidewalk and then ran back to his car and to his position at the fare box. When Motorman C. N. McMullin asked why and how come, etc., Beardsley replied, "well I had to relieve myself and that was the only real way I knew of."

"Out of the mouth of babes," you know the rest, I don't. Well, a little girl passenger stood near Conductor L. Zukoff and was apparently very much interested in his looks. Finally she asked, "May I pull your mustache? My uncle lets me pull his." On his refusal she went to the front and looked over the motorman, J. G. Cassara. Then she went back to the conductor with this, "Your motorman has no whiskers, but oh, what a schnozzle." (The above with the full consent of the copyright owners.)

Tom Burnett, son of Motorman L. Burnett of Division One. Graduates from Roosevelt High School this term. He achieved high honors in architectural drawing, some of his work being on display at Exposition Art Gallery. Tom is 17 years of age.



Motorman L. E. Mills tells this one. On nearing the end of the line a little girl on her way to school, with her little mind imbued with things of school and terms of school, said "You have only four pupils this morning."

A few weeks ago while the entrance to the car house was being re-decorated, a little overflow decorated the floor, and Conductor J. O. McArthur came skipping along, and with the best of intentions did his part toward cleaning up things, and according to Motorman Frank Johnston, Mac was pretty well decorated himself when the job was finished.

Former Conductor L. L. Chesney, who left the service three years ago, was greeting old acquaintances around the Division recently. He is now practicing his profession as chiropractor.

The unusual has happened. Conductor R. W. Brigham deviated from his usual custom and did not go trout fishing on the opening day. For the past several years Brigham and his wife have been on the spot waiting for May the first all ready to cast and catch a fine trout for breakfast.

Last Sunday Conductor L. M. Hills and Mrs. Hills left for Boston. They are driving a Studebaker and will be away for three months.

Motorman C. M. Long was painfully injured about two weeks ago, when an automobile struck him. He was badly cut about the face and body.

The number of conductors on the sick list far exceeds that of the motormen. Conductors on sick report are, D. A.

Mitchell, John Merritt, C. F. Stagers, M. Sasolow, O. N. Haggard, J. A. Peer-son and H. Van Dorne.

Motorman George Arnold who has been ill for several months is still unable to resume his duties.

Motorman-Line Instructor W. A. Bence is on sick report.

Motorman Nate Robinson and Mrs. Robinson were recently called to Watsonville on account of the death of Mrs. Robinson's mother.



Division Two

H. F. NELSON

Motormen T. Fitzmaurice, M. Sweeney and A. C. Campbell drew regular runs after "bucking the board" for three years. But now under the re-routing plan it will be some time before they will become regular men again.

An extra man stepped up to the window the other day and said, "There's a motorman down in the washroom who has gone plumb cuckoo I believe, he's washing his hands and forgot to take off his gloves, and really should be looked after." After investigating the case it was found that Motorman C. E. Greenlea, who had been wearing a pair of light tan gloves which had become quite soiled, thought it would be a good stunt to wash them with soap and water, and the easiest way to do it was to leave them right on his hands, which he was doing when discovered by the extra man.

Anyone wishing to know long distance phone rates to parts in Texas can obtain this information from Motorman J. E. "Tex" Bourland. A young nephew who dropped in for a few days to visit Tex, thought it would be nice to call up his mother, who was in Texas. Tex thought the boy was just kidding him, but changed his mind when he received a bill from the phone company for \$6.70 for a long distance call to Texas. Was Tex burnt up???

There are rumors about that "Drummer" Taylor is about to forsake the Bachelor Club and take unto himself a bride. We do not know how soon, but the news will be in this column as soon as Lolita says "Yes."

Motorman H. Gant is back to work after spending three weeks resting up and taking a few short trips.

Motorman Jack Alder who has been on sick list for the past two months dropped in to say hello. He was getting ready to go to Warners Hot Springs for a week or so in hopes that he could get rid of some of his pet rheumatics.

Word was received from Motorman R. B. Azbell, who is spending his vacation in Texas, that he was getting all the fried chicken he could eat, and also that he had a good radio set to monkey with and was getting many stations that he had not heard of before.

All the deep sea fishermen tried their luck on the twenty-sixth of last month and all came home sadly disappointed, for there was no live bait, therefore no fish.



A few generations of the Schoenbaum family. "Big Bill," rear center, is a Motorman working out of Division Two. To his left is Mrs. Schoenbaum and to his right is Grandma Campbell, Mrs. Schoenbaum's mother. Seated on the arms of the chair are Bill and Charlie, sons of Emmett Schoenbaum, who is a son of "Big Bill." Emmett's wife and son Dick seated in the chair.

Marriages

Ray A. Steele, Motorman of Division Two, and Miss Jo Houldridge were married on the twenty-fourth of May, much to the surprise of their many friends. Congratulations.

* * *

Conductor Benny Germain, of Division Two, and Mrs. Dorothy Rimmel were married the first day of May. Congratulations.

Conductor George Spilker took a two weeks leave of absence and just rested up.

Motorman J. C. Deshler managed to call at the Division with the aid of a stout cane a few days ago. He is recovering from his operation in great shape, but is awfully anxious to get back to work.

Conductor M. F. Hurst was held up at 54th and Central on his last trip pulling in to Division Two and relieved of all the spare money he had about his person. A few nights later the same man tried the same stunt on Conductor A. L. Stockman, but not with such good results, as A. L. grappled with the man, got him off the car and was getting along fine until the holdup started shooting. One bullet hit him in the side, a pack of witness cards and several thicknesses of clothing slowed up the bullet considerably and it only made a slight wound. He says some of these conductors would have been killed for sure if they had to depend on witness cards to save them. Good idea boys to carry along a stack of said cards, might help you out in more ways than one.



These are the four reasons why Conductor Peter Casserly of Division Two, works so regular. Mary, age 11, Peter 10, Kathleen 8 and Kevin 7.

Motorman G. H. Stone and Conductor A. S. McFarland while out at Leonis and Downey late one night thought they heard a kitten crying, but after looking inside and around the car decided they were mistaken so started out for Monroe and while taking their layover there heard the noise again. This time they looked underneath the car and found a small kitten riding on top of one of the motors. They rescued the kitten and sent it in to the Division by a crew who were pulling in. Conductor E. V. Kennedy was about ready to go home and so took little kitty with him after making sure that he was not hungry, by first buying a pint of milk.



Division Three

L. VOLNER

Married

After a honeymoon which they are spending in the northern part of the state, Motorman John L. Baier and wife will be at home to their many friends at 3343 Idell Street.

* * *

Conductor A. Nielson is spending the first part of the month with his son in Phoenix, Arizona, and he declares if it is possible that he will bring back a mess of trout.

After being off duty for some time on account of an operation, Conductor Joe Flemming expects to resume duty soon.

Mrs. Rhoda Ruhlin, the popular stenographer of Division Three, is taking her annual vacation, and will entertain her young daughter by visiting the beaches for a two-week period.

Motorman S. McGaughey enjoyed the Decoration Day vacation by taking five days for recreational purposes.

Despite the depression, Manager Harry Tuttle of the Car Barn Cafe manages to keep the dishes heaped high and the prices cut low. If you don't believe that he is doing his best, take the wife and family to the Car Barn Cafe and see how much quality and quantity in the way of eats can be secured for a small expenditure.

Telling his motorman that he had

broken his pencil, he got the car spotted in front of the dime store on Brooklyn Avenue, while he went in and looked over the stock, but, do you know, he couldn't find IT there, so the next time Conductor J. S. Meehan needs a clean collar he is going to put it on at home.

Division Three, as far as Pinochle is concerned, is not so hot, but we won't give it up, and when the next tournament begins you can rest assured that the team from Division Three will be on their toes as usual.

* * *

Motorman Kingsbury Passes

On May 10th one of the oldest motormen of Division Three passed away. Tom Kingsbury entered the service in 1901. Mr. Kingsbury was very popular with all the men and since he has been off the cars—for he was sick for several months—had been greatly missed.

* * *

Before starting on a vacation which was spent in the northern part of the state, Motorman John Corsen wanted to leave his house and yard in nice shape, so was up very early one Sunday morning to mow the lawn and gather up all the leaves and do other odd jobs which might be needed around the place, so he dressed up in the oldest clothes he could find and hadn't as yet taken his morning shave—in fact, was looking like a rather tough hombre when a tramp came up to him and struck him for a feed. Mr. Corsen suggested to the man that he work the other side of the street as he was cleaning this yard for his breakfast.

On May 10th Conductor V. E. Goble returned to work after an operation. Mr. Goble was in the California Hospital and says it was the best ever.

Conductor H. W. Quam is spending his vacation back at his old home in Iowa.

The "B" Line seems to be a rather popular line for hold-up men. Conductor A. J. Harper was held up by two negroes at 38th and Ascot. They boarded the car and got about four dollars off Mr. Harper and got off at Jefferson and beat it in an auto they had parked on that street. Conductor R. W. Hensley was held up in the alley at the end of the line. The bandits getting about thirty dollars and a watch from Mr. Hensley.

C. H. Nehlsen, formerly a motorman of this Division, has located at 5168 Whittier Blvd. at Atlantic in Belvedere Gardens. Mr. Nehlsen had been at the Hot Shot Cafe on San Fernando Road since leaving the service of the Los Angeles Railway. In his new location he will specialize in Karmelkorn and ice cream, and extends a hearty invitation to all his friends to come out and inspect his new place.

During his vacation Conductor F. Sattler participated in a bowling contest, but we were unable to find out how successful he was.

The latter part of May, Motorman H. H. Baxter visited Frank Mead, a former conductor of this Division. He found Frank getting along fine, and he sent his regards to all the boys.

Jack, the eighteen year old son of Motorman J. W. Votaw met with a serious accident on May 19th. In an automobile collision on Eagle Rock Blvd., Jack was thrown out of a car and his head hit the curb injuring him severely.

At this writing he is in the French hospital, getting along fairly well.

Conductor F. D. Caldwell is taking several weeks vacation which will be spent in and around the city, and no doubt he will take many street car rides.

Clerk G. L. Herter is recovering from a recent operation, and expects to soon be back in the office.

Rushing into the office, he called for his run, got some train numbers, ran into the car shed and pulled a car up in front of the office, then had to go in and call for a conductor, as one had not as yet showed up. When he asked the clerk for a conductor, the clerk asked what time he went out. It was then that Motorman Roy Gholson saw that he had reported just one hour too early and had to go out and put the car back in the house.

During his sixty day vacation, Conductor Ira Gott says he took several fishing trips and that on some of them he was accompanied by his old friend—Ex-Conductor Fury.

After thirty-six days on the sick list, Conductor J. M. Wilson has returned to duty.

We have the report that Motorman Hilderbrandt of Division Five spent a very anxious part of an hour during the first part of May, occasioned by his leaving home and allowing his hot water heater to remain burning. Hildy has been "baching" for several weeks on account of his wife visiting relatives in the East, and such things as watching the water heater have never been on his daily program. While enroute to his relief point, it suddenly came to him that this duty had been neglected, but he was fortunate enough to find a brother trainman who furnished the automobile and the return to his home was made before any damage was done.



Division Four

C. J. KNITTLE

"Good Morning!" "Good Afternoon!" "Good Evening!" It's the voice on the phone. Big business, enterprises in every field, demand that each patron be accorded the utmost courtesy and are gradually realizing that this form of answering phone calls is a countersign of friendship and fosters good will. There's something about a simple greeting that enriches those who receive, without making poorer those who give. It takes only a second, yet in these days of anxiety it brings rest to the weary and cheer to the discouraged. A pleasant "Good Morning" is never out of place anywhere. To those of us who may be a little timid, a pleasant expression and a slight nod means the very same. Let us try helping those who are tired, discouraged or sad in this little way. Surely we appreciate their patronage. And after all, is this not YOUR business?

In a day or two the big re-routing of lines will take effect. Over here, we are all set and rarin' to go. We have been too busy to compare our quota of runs with that of the other Divisions. This Division's quota which formerly was one

hundred and eight is increased to one hundred and thirty-two. Nineteen motormen and twenty-four conductors have transferred here from Division Three and twenty-one motormen and twelve conductors are here from Division Two. It is a pleasure to greet these trainmen and welcome them to our Division. We sincerely hope you will like your new quarters here and find enjoyment in the many friendships you are about to make. We do not feel that you are strangers. Surely there has always been a close association and mutual understanding out on the road. But now we greet you even more warmly. Glad to work the same lines with you and to strive together for friendly, efficient service.

Mrs. Esther Pearce, Division Stenographer, while driving with her husband near Redlands on Saturday, May 14th, collided with another machine and suffered a broken ankle and bruises about the face. After several days in the California Lutheran Hospital, Mrs. Pearce was removed to her home and we are glad to state is recovering rapidly.



MARRIED!!!! YES, SIR. And the candid camera was on the scene when Motorman Frank Jensen of Division Four and his happy bride and her mother stepped out of the Court House in Yuma. Mrs. Jensen was formerly Miss Evelyn Huling of this city. The big event took place May 12th and every good wish for a lifetime of happiness is extended the charming bride and the fortunate groom.

The most prominent unsolved mystery around Division Four these days was created when the gang threw Motorman Jensen in the boiler room downstairs and securely locked the gate. Then they came up to the trainmen's room to decide what would be the most suitable initiation for a freshly married man. While they were discussing it, Jensen came strolling in the front door.

We would like to suggest that Motorman E. P. Adams be appointed a consulting statistician for Johnny Collins. Adams has just figured out that a car has to travel nineteen feet per second to keep on time Sundays on Line "P."



Well look who's here! It's baby John Peterson, He's four and a half months old, weighs twenty pounds and is the son of Traffic Man J. C. Peterson.



Division Five

FRED MASON

Motorman W. Vanden of this Division has traded seniority with Motorman C. M. Evans of Division Three.

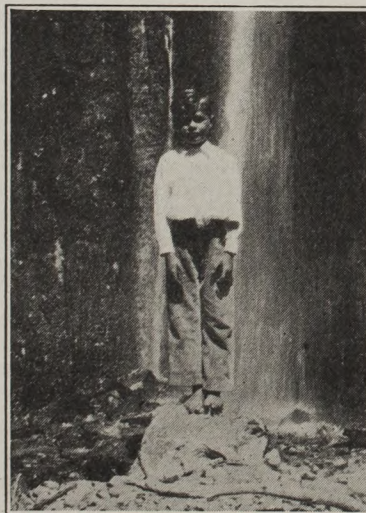
Now that the straw hat season is in full sway it wouldn't surprise us a-tall to see Conductor Farr, who has been featuring a hay lid since February, come trotting in with felt boots and ear muffs.

After being laid up for three weeks with an injured wrist, Motorman W. J. Forster returned May 3rd. The following day he was granted an eleven day leave to take a trip to his ranch in Oregon. On the 12th he returned and reports that the trout fishing in a stream that runs through his acreage is marvelous. He brought back a number of the coveted "rainbows."

Conductor George Young was the recipient of a \$1.00 reward May 20th for turning in what appeared to be a common rhinestone ladies' belt buckle.

Conductor E. V. Muckey is showing some real class these days. He has purchased a spiffy looking Graham Paige.

A young Mexican who attempted to steal Conductor L. C. Whitt's grip at Brooklyn and Rowan one day recently got an unexpected surprise. Whitt spied him and made a dash to overtake him. When the cholo found that Whitt was outrunning him, he dropped the grip but Whitt was determined to get the kid, too. Unfortunately, when within six feet of him, Whitt stepped in a hole in the paving and was thrown so violently the chase had to be abandoned.



Hello, little man. We'd like to have you meet this bright little lad, folks. He is Earl Richard Scott, the eight year old son of Motorman L. Scott of Division Four. Nice scenery, too. The Wolfskill Falls in San Dimas Canyon.

After dodging machine gun bullets and shrapnel in France and coming through without a scratch Motorman J. T. Nusko had the misfortune of being hit by a motorcycle at 54th and Hoover on his way home from work on Thursday, May 19th. He sustained two broken bones in the lower part of his left leg and three broken bones in his left hand. The driver of the motorcycle failed to stop and at this writing has not been apprehended. We all join in wishing Jack a speedy recovery.

Well, boys, the finish of the Pinochle Tournament finds us in the cellar with the standing of twelve games won and eighteen lost. However, our boys enjoyed the tournament to its fullest extent and extend their congratulations to the winners, Division Four.

With the entry into this world of William Hershel Ritter, Junior, eight pound son of Conductor W. H. Ritter, which big event happened on May 19th, we find he has a flock of uncles, totalling five, in the Los Angeles Railway family. Conductors M. J. Wallace, M. B. Wallace and M. M. Wallace, M. C. Howard and Motorman V. Z. Howard. All are working out of Division Five with the exception of M. M. Wallace who used to work here but is now doing his stuff at Division Three.

There seem to be quite a few fishing trips being pulled off, but we don't seem to hear much of them when they are all over. It may be modesty or lack of fish. We did hear, however, that Motormen Al Perry and Owen Lyford went out together and little Al was teling the boys that he got the biggest fish caught off the barge when in walked Lyford. Al saw him coming, quit talking, pulled out his watch, and said "I got to catch the next car or I'll miss out" and away he went. Lyford started in where Al left off and when he got through everybody was still wondering as to who really caught the big 'un. Motorman Bill Hester plays safe. He goes alone and never gets less than three, one of which is always a ten pounder.

Here go the June vacationists. Motorman A. E. Johnson started on June 1st for fifty days, and is driving back home to Butte, Montana. Motorman Jim "Tiny" Thornton will be off for ten days commencing June 10th and if it's a coat of tan he's going after old Sol will have to cover a lot of territory. Motorman Bill Garris will be off for ten days starting June 11th. Motorman Rufe Farmer is going away for forty days starting June 13th and when you see his Cadillac loaded down you can just bet he's going back to Wichita, Kansas. Conductor Gordon Dow will be off for three weeks starting on June 1st and will do his vacationing in San Francisco. Conductor "Hank" McDonald, even though he has been married but a short time, has just got to have his vacation, but it will be limited to two weeks this year and Portland, Oregon, will be their destination.

Starting on June 4th, Conductor Charles McCarthy will be gone for three weeks with Seattle, Washington, his stopping place. Believe it or not, not one of the above are going to San Diego.

From very reliable sources we have learned that some of the boys chiseled that box of cigars loose from Conductor "Hank" McDonald. It seems that several of his intimate friends framed up a surprise on him and it went over big. They ganged on him about 7:30 one evening and found him all dressed up in his overalls, greasing his car. They made him change and wash up, after which the party was on. Sometime during the evening "Heine" found the box of cigars, which "Hank" failed to bring over to celebrate the occasion of tying the nuptial knot, and the smoke was then on. A good time was had by all who smoked cigars and those who didn't came home with their pockets full.

Conductor Tom Wiley writes from Wichita, Kansas, saying that he had a nice trip all the way and is now eating plenty of fried chicken. Said tell everybody "hello."

We are in receipt of a letter from Ex-Motorman Harry Bush from Maricopa, California. Says he is getting along as well as can be expected and wishes to be remembered to all the boys. Also said that if any of the boys are driving around that part of the country to be sure and drop in and see him. His mail address is P. O. Box No. 159, Maricopa, California.

* * *

Marriage

Motorman Bennie Butler of Division Five kind of slipped one over on us when he took his vacation last month. As far as we knew it was just a vacation but upon his return we found out that it was a "honeymoon," he having gotten married to Miss Emelia Cipul of Pittsburgh, Pennsylvania, on May 3, 1932, at the Chesterfield Square Church at 54th and Cimarron. Well, here's wishing Mr. and Mrs. Butler a long, happy married life.



JACK BAILEY

Howard Beebe succeeded E. L. Scholes, on the Store Department vacation list. Beebe spent a few days at San Francisco and returned for a few days at our local fishing resorts.

It's tough to be famous and have so many big things on your mind that you drive to the restaurant, eat your lunch, and walk back. Portrayed by our friend W. T. Reynolds, Store Department.

A. D. Arnold, Sportsman Clerk in the Superintendent's office, proved his efficiency by distributing enough fish around the Shop to start a market. Arnold is on his two weeks vacation.

Congratulations are extended to our friend W. A. Maitland who passed his twenty-first year of continuous service on April 12th.

Believe it or don't, but our friend James Holdsworth of the Curtain Room has moved ten times since March 6th, 1930.

Louis Kraus, a new man in the Carpenter Shop. Kraus is an old hand at the coach building business.

Painter A. C. Goetz answers on the sick list.

Painter J. A. Willer is temporarily located at the 16th Street Garage touching up the coaches for the summer rush.

Machinist Orral Rivers has moved from the suburbs of Los Angeles, to the suburbs of El Monte.

Unbeknown to his many friends Electrician A. Gerard has purchased a new 1932 Hudson. We have been wondering why he has not driven the Ford to work lately.

Today's specials:

Fresh orange honey, W. Swedingham, Machine Shop.

Fresh sage honey, S. Kriewald, Machine Shop.

Weather forecast, M. Bradley, Paint Shop.

Hot lunch delivered, W. Atkensen, Paint Shop.

Electrician J. Valentine has moved into the West Adams district and makes special remarks that he wishes all the boys to know about it.

M. Weller, of the Winding Room, has blown himself to a new Essex, via the year and a half plan.

R. Sloan, of the Winding Room, spent the week-end of Memorial Day at San Luis Obispo after having such tough luck at June Lake fishing with his co-worker Dave Anstedt.

Famous last words by Electrician Sid Ormston: Give me another bottle of milk for this broken bottle or you will lose my trade, Mr. Horn.

Truckman L. Spratt, suffered a very painful infection on his face that resulted from a cut while shaving. He has been confined for some three weeks.

Truckman Fred Cummings is sporting a new Chevrolet while his co-worker J. Schreiber comes out in a new Nash. No D. P. here.

Daring the mighty swells and the discomforts of seasickness, four old salts rode the good barge of Huntington Beach to the tune of clicking reels and the bending poles. Namely L. Sawyer (not Tom), C. L. Nickels (not five pennies), J. Delvin (himself), and Vic Lee (not a Chinaman). It would be too embarrassing to say some of the boys caught fish and some did not, so "mums" the word.

Everything is lovely now in the little watchman's shanty since our lunch girl has gone. It seems that Watchman D. C. Ferris and E. McClenathan, Transfer Table Operator, are the best of friends as long as the feminine sex does not come between them. Doc always has the right of way on account of the shanty but Mac being a ladies' man always beats Doc's time.



J. H. McCORNACK

The first fishing party of the season was a success in every way except in the catching of fish. The veteran, Al Brehm, took high honors with two sanddabs and that exhausted him so that he took part of his vacation to rest up. J. M. Holman headed the sick list, H. Lehnhart went to sleep in the shade but the boat moved so that he was in the sun. He has a lovely sunburn. You should see him smile. Fisherman's luck.

"Pop" Campbell and family are motor-ing to the Petrified Forest on his vacation.

B. J. Thompson has received a 30 day leave of absence to take his wife to the middle west on account of her health.

C. H. Merritt is going to spend a 30 day leave of absence on a vacation tour of the East.

N. R. Bedford has been granted a 30 day vacation. He says he can use it nicely just resting and being a man about town.

"Red" Swain has a dandy black eye. Oh well, the other fellow is in the hospital.

There is a rumor that there is a new roomer in Room 25 of the Home of Broken Hearts.

"Tiny" Reed has lost his heavy-weight title by the bolstering of our forces with W. W. Rider.

H. O. Lester had the misfortune of losing the end of his finger in the door of an automobile.

G. Goehler gave a simultaneous chess playing exhibition at the opening of the new Beacon Chess Club. H. J. Compton of the Yellow and R. C. King of the Green were among those present.

There is a popularity contest on between G. S. Stevens and J. E. Kresge for telephone calls.

We hear R. L. Griffith is to be married on the third of July.

J. L. Wismer has finished his training at the Los Angeles Eastside Airport and received a private pilot's license.

G. B. Swisher and family are enjoying a new Plymouth sedan. He says it sure is some stepper.

GARAGE

Willie Turner was born on St. Patrick's Day. He and his assistant "Bill" Wilson, with their new clubs, are going to drive all the snakes out of all the golf courses in California.

Red Clinton was in for a short visit. He has been prospecting for gold in Arizona.

B. I. Church, formerly of the Third Shift, was in for a short visit.

F. R. Sullivan called and reported that he is gaining but the doctor will not yet release him for work.

"Scotty" Crawford shot a 95 and says you don't hear a word about it. Didn't have any new clubs either.

Fire destroyed the entire second floor of the W. W. Webb home at 920 East

25th Street. They were unable to save their best clothing.

As a bowler G. Oliver is a good baseball thrower.

Percy Bozanko says the fertilizer business is rotten.

Thomas Marks put his finger in the gears of his washing machine to see if they were steel or rubber. His finger is a little shorter than it used to be.

D. J. Sullivan has purchased a new typewriter. Hasn't decided what to do with it.

J. J. McDonald went trout fishing. He was told to use salmon eggs for bait so he put one on his hook and went to sleep. When he awakened he found a fish almost three inches long. He thinks the egg hatched.



This is "Jack" Jr. and Donald Keller, age 4 years and 20 months respectively, sons of John Keller, Twin Coach Mechanic at the 16th Street Garage. These husky lads will show John how it is done when they grow up.

F. Shipley and bride offer many thanks for the beautiful electric percolator and iron his co-workers gave them. To put it mildly, they were tickled "pink."

Miss Emerson has been nursing a bruised knee caused by a fall when she caught her foot in the telephone cord. The telephone company had to reinstall the phone.

Frank Bruner doesn't mind getting a case of eggs but he would like to know where they are from.

If Earl Peteway wins on the ball game he will have made \$10.00 by sending in his suggestogram.

There are Stearns Knights, Sterling Knights, Falcon Knights and "Willys Knights." Also there are nights of "Leisure."

* * *

Wedding

Wally Weberg was married May 7th to Miss Ruth Gertrude Schiffner of this city. The home of the bride's brother was the scene of the pretty 9 o'clock wedding with about thirty relatives and friends present. The wedding was followed by a supper. The happy couple are delaying their honeymoon until fall when they will take a trip up the west coast to Washington. They are at home now to their many friends at 1131 El Serano. Congratulations and many thanks for the cigars from the Second Shift.



H. K. CONACHER

DIVISION ONE

C. Heywood, Foreman, and family, spent Decoration Day at the Sequoia National Park.

R. O. Martin is at present visiting various points of interest in and around the state of Utah.

Geo. Atkins and T. Lambert have learned by experience that it doesn't pay to take orders for fish before you catch them. We have been told that George did get a mess for himself, out of the live bait tank.

We are still wondering why Geo. Smith drives his car to work and then goes home on the street car.

DIVISION TWO

We are glad to report Mrs. G. V. Lendy well on the road to recovery from her recent operation.

V. R. Bell was the season's first vacationist from this Division, having spent the first week of May working around home.

Harry Hunt has just had his Ford painted and fixed up for the vacation season.

Chas. Scudder, Assistant Foreman, and wife celebrated their twenty-eighth wedding anniversary on the twentieth of May. Congratulations, Charley.

E. Shaw has just returned from vacationing around the city, we have been told that most of his time was taken up by the various burlesque shows.

H. T. "Babe" Brown is again working as an extra Inspector for "Bill" Cavett.

Arthur Robey, son of "Doc" Robey, has just returned from Oregon, where he visited with Fred "Buck" Richard formerly of Division Two. We are glad to hear that Buck is doing so well in his new location. Arthur is very much enthused over that country and since listening to him tell of the fishing trips he and Buck were on, Doc has developed a bad case of the fever.

Doc. Mullins, too, is anxiously awaiting the fifteenth, when he plans to leave for points north of the California line, where the lakes and streams abound with fish that are just waiting for his particular line and hook.

DIVISION THREE

After having had to donate five dollars to the City of Burbank, Clyde Hamlin has decided to slow down in the future.

Harry Wescombe is still after the halibut that he promised E. C. Muse, two years ago.

M. Morrison, a former member of our gang, now in the chicken and egg business at San Dimas, dropped in the other day to say "hello."

* * *

Marriage

John Graham spent his vacation in Oakland and while there took unto himself a bride. Congratulations, John.

DIVISION FOUR

Nothing doing.

DIVISION FIVE

"Red" Fulton celebrated his tenth wedding anniversary on the fifteenth of May by entertaining a large number of friends. Congratulations, Red.

Can-opener salesmen take notice, Mrs. G. P. Macqualters is spending a number of weeks in Kansas City.

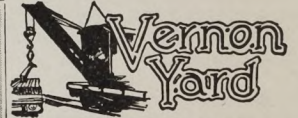
Otto Schmokel has resigned to go back East on business connected with his father's estate.

Fred Dudley has been spending his Sundays off up at Idylwild, resting.

Tom Cosgrove and family spent last Sunday in Red Rock Canyon.

Wheeler Ellis, Otto Schmokel and their families spent a very enjoyable day last month at Lake Arrowhead, while A. Meadows stayed home pumping up his tires.

W. Lund has moved again and is now back in Los Angeles.



H. I. SCHAUBER

The "Demolishing Engineer," Cavanaugh, recently renewed some timbers in the Vernon Yard water tower, that had been damaged by termites. Since most of the damage was near the top of the tower, S. H. Sparks took Cavanaugh's word for the condition of the timbers.

Claude Hall made a hurried trip to Saint Louis last month to attend the funeral of a brother.

Spider Wills has recovered from his injuries and returned to work, apparently none the worse for having attempted to stop a street car with his chin.

Clyde Marsh is leaving the service of the company, to return to his old home in the East.

Bill Swearingen neglected to follow his wife's instructions about uncovering the bird before going to work, and had to return home. Bill got away, so well, with his novel excuse, that Charlie Plume has decided to give himself a bird for his next birthday present. Old Crow, Charlie?

Regular weekly events—Frank Putnam with a new radio—Austin Fleetwood going to San Diego.

Bill Morgan convinced the boys in the Yard the other morning that it requires no more room to park a swell big car like his, than it would to park a motorcycle.

"White Hope" Pease, Watchman on the school tunnel at Vermont and Dana, holds a decision over a motorist who insisted on driving into the excavation. This little bout was refereed by a traffic officer who made Pease's victory complete by arresting the offending motorist.

Charlie Fields has the honor of being first to start on vacation this year. He is being relieved by Bill Fisher, former trolley tender with Jimmy Maloney's gang.

The boys wish to extend their sympathy to Pedro Vasquez, Oiler in the Way and Structures Department, on the death of his wife, May 21st.