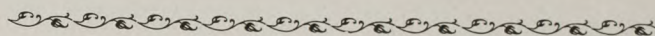


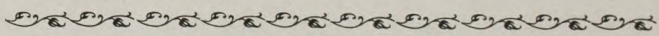
TWO BELLS



EASTER

*The barren stone has rolled away,
And loud the angels sing.
The Christ comes forth this blessed day
To reign, a deathless king.
For shall we not believe he lives
Through such awakening?
Behold how God each April gives
The miracle of Spring!*

—EDWIN L. SABIN.



EDITORIAL

Kite Time

FVERY boy loves to fly a kite, and girls too. It is a clean and fascinating sport and should not be discouraged. There are, however, certain elements of danger in kite flying that should be known by children. These dangers did not exist a few years ago, but have come into existence through the development of electricity.

Instruction should be given children which will exempt them and the community from injury or loss, making safe the sport of kite construction and kite flying for children.

Safety Instructions:

1. It is dangerous to use wire or tinsel cord as kite string to fly kites, and the use of wire in any part of the construction of the kite itself should be avoided. Tinsel for decorating and tailing kites should also be avoided. A wire or tinsel cord falling across power or light lines immediately becomes a conductor of electricity.

2. Fly kites far enough away from high voltage lines to be certain that they will not drop or be blown across these lines.

3. It is unsafe to attempt to pull down a kite which has become entangled in the power lines because the wires are brought together causing a short circuit and serious interruption in service to users of power and light; and it also sometimes happens that the wires break and fall to the ground causing danger of serious injury to many.

4. If kites become entangled in power and light lines children should not attempt to climb the poles to get the kites down. Someone should telephone the power company to which the lines belong, and men with proper equipment will be sent almost immediately to take the kite from the lines.

5. It is unsafe to fly kites with strings that are moist or damp with rain or fog. Kite strings may also become damp or moist when permitted to drag or lie on the grass in a field. The wet string immediately becomes a conductor of electricity when it touches the power lines.

Warning Example:

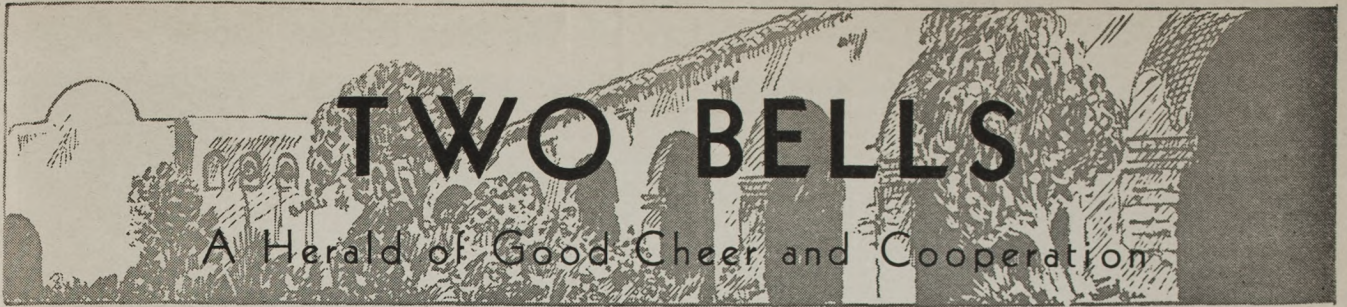
Recently a boy was flying a kite with a fine wire. This wire dropped across a 220,000 volt line near the boy's home resulting in serious shocks and burns from which the boy died. The big 220,000 volt wires were burned down. Many similar cases have occurred with equally tragic results.

*"Be careful of your thoughts—
they may break into words."*

"All things come to the other fellow if you wait."

*Scattering shot brings down no
big game.*

*Trying to get even sets back many
a man.*



Published Monthly by and for Employees of the Los Angeles Railway

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March, Nineteen Thirty-two

Number Three

JANET C. McNEILL

Publicity Manager and Editor

Improvement of Service to Result From Proposed Car Line Changes

The application of the Los Angeles Railway for authority to adjust its service to meet existing conditions has been approved by the Board of Public Utilities. Plans have been made for changes in service which will affect a number of the street car lines in the city.

The plan is based upon detailed studies of the present transportation demands and the re-routing does not provide a decrease but an improvement of service over the system generally where it is most needed. Suspension of service is asked where there are duplicating lines, and service is expanded where needed.

Split lines like the "A" Line and the "M" Line are broken up and this plan will allow the company better to adjust the service of each line to the demands for travel.

Proper distribution of service according to the time and place of demand is extremely difficult owing to conditions not subject to our control. The lack of terminal or turning facilities in the central business district necessitating through lines, the opposite legs of which are, in many instances, out of balance as to demand, results in discrimination and waste. Traffic congestion and turnings of vehicular movement from car tracks are responsible for greatly increased cost of operation, and the short, sharp peaks of travel in morning and late afternoon when the majority of patrons require service create a demand for "stand-by" equipment and a trained force of operators which is a serious problem.

The Los Angeles Railway has suffered a tremendous decrease in its revenues owing to loss of passengers. In 1931 there were 40,500,000 less revenue passengers than in 1929 resulting in decrease of annual revenue of \$2,571,500; an average loss of 110,966 revenue passengers per day or

\$7,045.00 per day in revenue.

The first two months of this year have shown an alarming decrease in both passengers hauled and in revenues. The figures for January 1932 show 165,200 less revenue passengers and almost 230,000 less total passengers (including transfer and free passengers) than in January 1929, and \$10,500.00 per day decrease in revenue compared with the same period in 1929. If this rate of decrease keeps up, 1932 will show a decrease in revenue over 1929 of \$3,830,000.00.

While January 1932 shows a loss in revenue passengers of 28.8%, service provided decreased only 15%.

The changes in routing of the cars will be put into effect gradually and after fully acquainting patrons with the changes to be made.

Great Pinochle Tourney Starts

Commencing Monday, March 21st, the great pre-Olympic Pinochle Derby starts at Division One between the team at that Division and the crack players of Division Three. New zest is added to the coming contest due to the entrance of some mystery players from the L. A. Railway Coach Division—the mystery being that the prowess of these players is an unknown quantity. This is the first year the Coach Division has participated in the pinochle contest, and they promise to "show 'em." The spotlight also is on a brand new cup which will be a spur to bigger and better effort. The first cup is now a permanent fixture at Division Two.

Another new feature of the coming

(More on next page)

SCHEDULE OF GAMES

	DIVISION TO PLAY					
	DIV. NO. 1	DIV. NO. 2	DIV. NO. 3	DIV. NO. 4	DIV. NO. 5	COACH
AT DIV. NO. 1		MAY 16	MARCH 21	APRIL 4	APRIL 18	MAY 2
AT DIV. NO. 2	MAY 6		MAY 20	MARCH 23	APRIL 6	APRIL 20
AT DIV. NO. 3	APRIL 22	MAY 11		MAY 4	MARCH 25	APRIL 8
AT DIV. NO. 4	APRIL 11	APRIL 25	MAY 25		MAY 13	MARCH 28
AT DIV. NO. 5	MARCH 30	APRIL 13	APRIL 27	MAY 18		MAY 9
AT COACH DIV.	MAY 27	APRIL 1	APRIL 15	APRIL 29	MAY 23	

Last of Wooden Bridges Gone

series is that the game will be played with a double pinochle deck.

The players of the various Divisions are as follows:

Division One: C. N. Reddick and A. Light; substitutes, W. A. Walters and R. Montgomery.

Division Two: T. J. Kelley and W. D. Billips; substitutes, F. B. Slaughter and M. Z. Taylor.

Division Three: P. Mitchell and R. C. Frost; substitutes, C. W. Trice and L. K. Newton.

Division Four: C. W. Allen and T. H. Speed; substitutes, R. E. Carroll and T. J. Vail.

Division Five: H. E. Tetreault and W. E. Maupin; substitutes, F. J. McDonald and T. H. Perkins.

Motor Coach Division: A. C. Davis and G. H. Goehler; substitutes, V. A. Biggers and G. H. Dodrer.

As in previous contests, R. B. Hill, Manager of Transportation, and a slugger par excellence when it comes to eliminating would-be pinochle champs, will take on the winners at the close of the contest. As heretofore, the losers of the last game will choose a partner for him.

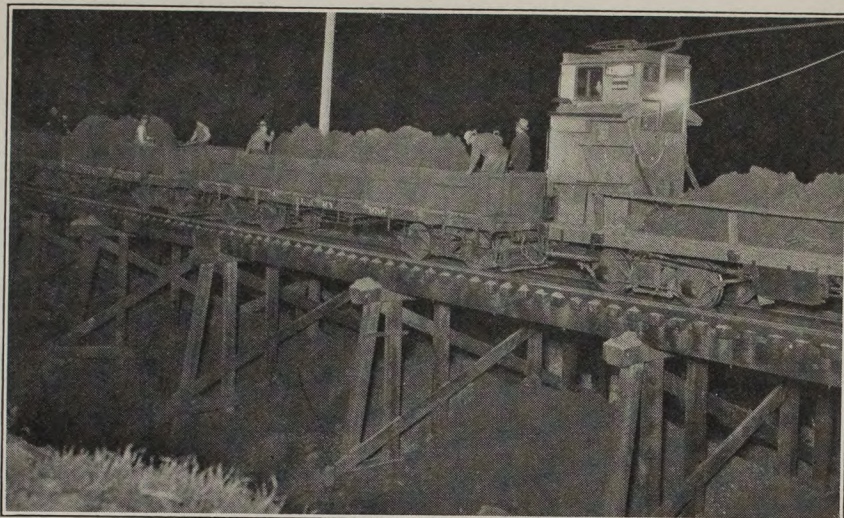
Since there are new features in the game this year and a number of new aspirants for pinochle honors, we are printing the rules which have been agreed upon to govern the series.

The schedule calls for three games a week, Mondays, Wednesdays and Fridays, similar to the plan of last year, with the last game ending on Friday, May 27th.

Double deck pinochle ONLY will be played.

A marriage, King and Queen of any suit except trumps.....	2
A marriage, King and Queen of trumps	4
Single Pinochle, Queen of Spades and Jack of Diamonds.....	4
Forty Jacks, Four Jacks each of a different suit.....	4
Sixty Queens, Four Queens each of a different suit.....	6
Eighty Kings, Four Kings each of a different suit.....	8
One Hundred Aces, Four Aces each of a different suit.....	10
Royal Sequence, Ace, King, Queen, Jack, Ten, of trumps.....	15
With an extra King and Queen.....	19
Roundhouse marriage in all suits.....	24
When combined with the trump sequence the two melds are worth.....	35
Double Pinochle, both Queens of Spades and both Jacks of Diamonds	30
Four Hundred Jacks.....	40
Six Hundred Queens.....	60
Eight Hundred Kings.....	80
One Thousand Aces.....	100

The man on left of dealer begins the bid, the lowest bid being 50. The man making the highest bid makes the trumps. Partners will then lay down their meld and if failing to make



An interesting night picture of Bimini Bridge showing the work of filling by the Engineering Department.

The Los Angeles Railway has made a complete fill of its right-of-way across Bimini Slough so that the old wooden bridge will be dispensed with. The company will allow this fill to settle for several months before removing the old bridge stringers and caps and will then redress the slope on the south side to conform to the final width of the right-of-way. The "H" Line operates over private right-of-way via the bridge.

This old wooden trestle bridge was built in 1904 and street cars started to operate over it in March of that year. It is 158 feet long and 28 feet high. Two bents of the bridge were built askew to allow the oil trains on the Cahuenga Valley Railway, which served the oil wells in that vicinity, to pass under.

It is interesting historically to know that this depression between Third Street and Beverly Boulevard is the scene of the first commercial oil wells in Los Angeles. Early in 1890 John S. Maltman, who owned the land, with the assistance of H. Jevne and William Lacey, dug the first oil well, followed by one or two others. A few years later this was purchased by Moses H. Sherman and E. P. Clark, and they sank numerous wells and used the oil in the Los Angeles Pacific Railway power plant at Sherman.

their bid, will be penalized the amount of their bid—in other words, go set. Jump bids will be allowed.

The game score will be 500.

In order to save the meld 20 points must be made in the play-off. To elaborate, if a man bids 50 on Double Pinochle and fails to make at least 20 points in the play-off, he is not allowed the meld.

Motor Coach News

The Eagle Rock Motor Coach Line has been extended for a trial period so that it operates over the following route:

From the intersection of Glen Arbor Avenue and Annandale Boulevard, thence via Annandale Boulevard, Oakgrove Avenue, Glacier Drive, Yosemite Drive, Eagle Rock Boulevard, Colorado Street, Broadway, Eagledale Avenue, Colorado Street and return.

The company offered this extended service late in 1930, but it has been held up until recently by legal proceedings. Service started March 7th.

Witnesses

Division Two was the only Division in the system to increase the average number of witnesses per accident in February.

Divisions Four and Five made the heaviest losses in the number of witnesses secured and Divisions Three and One each show a slight decrease from the January figures.

The relative standing of the Divisions is the same in February as it was in January.

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

	January	February
Div. 4.....	6.81	Div. 4..... 6.27
Div. 3.....	5.98	Div. 3..... 5.87
Div. 5.....	5.33	Div. 5..... 5.01
Div. 2.....	4.57	Div. 2..... 4.93
Div. 1.....	4.19	Div. 1..... 4.12

The total number of accidents for February was 1056 for January 1072.

The total average witnesses per accident for all Divisions was 5.18 for February and 5.24 for January.

Group Sixteen Emerges on Top With Eight Rookies Who Know Their Stuff



Group 16 of Division Three—Reading from left to right, back row: Motormen W. F. Lawrence, L. Vickers, F. B. Morton, J. P. Dewey, J. Hughes, F. P. Cheshire, F. W. Hendershot, M. C. Sonner. Front row: Conductors J. L. Hall, C. Voss, G. A. Finney, E. E. Fogle, E. W. Deane, S. R. Leckey, C. W. Morris and B. W. Bentley.

Our Lucky Day

"Dollar Day," February 20, 1932, will long be remembered as a "day of days" by the various merchants of Los Angeles. The Transportation Department, however, looked forward to it with considerable apprehension as spasmodic crowds of such proportions coming into the business district always have meant delays because of the breakdown of autos on the car tracks, and the many other causes, and delays cost money, a great deal of it.

The following day when checking up the operating conditions as shown on the Dispatchers' Trouble and Delay sheets, Jim Bodley, Chief Dispatcher, showed that not a single standing delay exceeded nine minutes—a truly remarkable performance. Usually on a heavy day we are burdened with reports of stalled autos, the kind that always run perfectly until they arrive at a track intersection, where they promptly develop some sort of ailment that requires the services of a wrecking crew, or we have some model acting street car or coach that will become eccentric midway on the line, and quit for apparently no good reason. Following this kind of a report will usually be found a ten to thirty minute delay notation.

Of course there was serious disruption of our service, a condition which always occurs on occasions of this kind, but the absence of lengthy standing delays was an agreeable surprise. On this heavy business day we were

unable to locate one serious standing delay. Maybe the boss engaged a rabbit's foot or some other lucky charm, the protection of which carried us through, but the fact remains that the 20th day of February, 1932, was our lucky day.

Complaints Gain

Complaints for February made a small gain of 3 over the number chalked up for January.

Discourtesy and Starting Too Soon increased 7 each and Miscellaneous 6. Service gained 3 and Passing Up Passengers 1.

Fare and Transfer Trouble decreased 16, and Short Change had 5 less complaints in February.

Comparative figures for January and February are as follows:

Classification	Jan.	Feb.	
Discourtesy	15	22	7
Fare and transfer trouble	48	32	-16
Starting too soon	3	10	7
Passing up passengers	7	8	1
Carrying passengers past stop	6	6	0
Dangerous operation	0	0	0
Short change	11	6	-5
Service	2	5	3
Miscellaneous	18	24	6
Totals	110	113	+ 3

More Commendations

In February 7 more commendations were received than in January—February 60, January 53.

The number of men commended at each Division was: Division One, 5; Division Two, 19; Division Three, 24; Division Four, 5; Division Five, 25.

These men of Division Three who composed Group 16 in the last of the series of Safety and Courtesy Contests were paid special tribute at the recent banquet to the winners because the eight men in the back row are extra motormen and pushed their way up to a winning group by maintaining clear records and, with the help of their eight conductors, emerged victors and entitled to stand in line with the old timers of Group One.

Superintendent Ferguson says he thinks they are a good looking bunch of street car operators, but that they don't look any different to him than any other bunch at his Division, so he doesn't understand just how they did it. Anyway, the men standing in the back row in the picture, who might still be classed as "rookies," deserve great credit for their record during the four months of the contest and also for demonstrating conclusively what can be done, even though, as in their case, the odds against them were great.

Sherman Beals on Sick List

Supervisor Sherman Beals is off on sick leave again. This is the second time this month. Sherm thought he had recovered the first time and came back to work, but Bill Snyder has a habit of whistling in the office and whether that whistle was off key or what, it so affected Sherm that he went back home on another sick leave. Anyhow, we will all be glad when Sherm is well again and back on the job.

Big Time at Banquet

The sixth and last of this series of Safety and Courtesy Contests wound up with a fitting finale on the evening of February 9th when the Management gave a dinner and entertainment in honor of the winners at West-gate Masonic Temple.

John Collins acted as master of ceremonies. He expressed the regrets of R. O. Crowe, Vice President and of R. B. Hill, Manager of Transportation, that they were not able to be present. Both men were called away suddenly; also of C. M. McRoberts, General Claim Agent who was unable to attend. This was a keen disappointment to all present as these men have taken an active part in these informal meetings and always have something very worth while to say.

Mr. Collins introduced Capt. Hilf who congratulated the men on the splendid results of the contest and said he hoped they would carry on with the good work even though the contests were to be discontinued for the present, at least. "It is a part of the business of keeping our jobs to always do our work to the best interests of the company that employs us, regardless of contests," he said.

R. A. Pierson expressed his pleasure in being invited to meet the winners, although no longer belonging to the Transportation Department. But Bob was in the operating end of the work for so many years that he will always be considered as belonging.

Mr. Collins called upon B. H. Eaton, Engineer of Way and Structures, who, with Mrs. Eaton, was a special guest of the evening.

E. R. Dye spoke briefly to the winners and made special mention of the extra men in Group 16 of Division Three. These eight motormen, he said, all extra men, had kept pace with more experienced motormen enabling the group to register among the winners in the contest. The conductors of this group, far from being discouraged because their motormen were all extras, went at the business of winning just as if the entire group consisted of old timers.

Now Mr. Dye said he had been a long time trying to figure out how George Ferguson pulled these stunts, but felt he had solved the mystery and that the reason for such good records coming out of Division Three was because of the training received under the former superintendent and the atmosphere created at Division Three by the former superintendent. No one called Mr. Dye on these statements, but Superintendent Ferguson

Annual Claims Report Shows Accident Decrease

The annual report of the Claim Department for 1931 shows a very encouraging decrease in the number of accidents although the amount paid out has increased.

Street car accidents decreased in all classifications with the exception of Falling Inside which increased 45.

Motor coach accidents decreased in all classifications with the exception of Motor Coach Struck Auto, which increased 52; Damage to Clothing, which increased 6; Falling From, which increased 2; and Miscellaneous, which increased 25.

The importance of securing witnesses to all kinds of accidents, and particularly to accidents where someone is injured, can not be too greatly stressed. The short time taken to secure the names of these witnesses may save the company thousands of dollars in damage claims.

The comparison of accidents for 1930 and 1931 is shown below:

	No. of Accidents 1930		No. of Accidents 1931	
	Cars	Motor Coaches	Cars	Motor Coaches
Altercations and Ejectments	226	11	185	12
Alighting from	1,715	64	1,662	52
Boarding	1,961	32	1,699	30
Collision of Cars	66	---	40	---
Collision of Motor Coaches	---	15	---	3
Collision with Autos:				
Car struck auto—Motor Coach	5,588	337	5,150	389
Auto struck car—Motor Coach	5,419	452	4,104	245
Collision with other Vehicles	144	15	102	9
Collision with Pedestrians	298	10	228	8
Damage to Clothing	239	18	230	24
Derailment of Cars	22	---	7	---
Employes	655	25	558	19
Falling inside	552	89	597	74
Falling from	51	1	34	3
Split Switch	48	---	25	---
Miscellaneous	771	58	738	83
	<hr/>	<hr/>	<hr/>	<hr/>
Total	17,755	1,127	15,359	951
	<hr/>	<hr/>	<hr/>	<hr/>
Total	18,882		16,310	

The total cost for accidents, both street car and motor coach, during 1930 amounted to \$308,617.03; and for 1931, \$478,404.88. This is an increase of \$169,787.85 over 1930, even though accidents decreased 2,572.

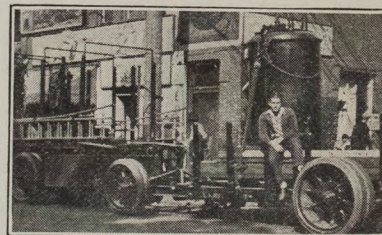
has thought up a lot of things to say to him when ladies are not present.

Mr. Collins had the sixteen men of Group 16 stand and everybody gave them a big hand.

Two hundred and eleven people sat down to a wonderful chicken dinner served by Harry Tuttle and the usual distinguished corps of waiters.

In the drawing for prizes the first prize was won by Miss Minnie Myers who was the guest of J. Z. Gascon, Motorman at Division Four; second prize went to Mrs. C. J. Groth, wife of Conductor Groth of Division One; third prize, Mrs. F. P. Cheshire, wife of Motorman Cheshire of Division Three.

Seven members of the Trojan Band from U.S.C. entertained the guests during dinner. This was one of the features of a splendid program of entertainment arranged by Traffic Manager C. V. Means.



Bill Boyd, of the Electrical Construction Department, doing guard duty, during lunch hour.

Flagman Pruitt III

Flagman L. F. Pruitt who is stationed at Griffith Avenue Air Line in the mornings and the Central Avenue Air Line in the afternoons, took sick leave the middle of February and is still out.

The boys will all be glad when he is well and able to greet them at those crossings again.

Veterans Elect

The annual business meeting of the Los Angeles Railway Veteran's Club was held February 11th, at Patriotic Hall, and the following officers for the year 1932 were elected: S. H. Deane, Division Three, Club Commander; L. L. Leasman, Division Four, First Vice-Commander; C. J. Jackson, Division Four, Second Vice-Commander; J. A. Madigan, Division Two, re-elected to the post of Adjutant; H. F. Nelson, Division Two, Finance Officer and F. S. Matheny was re-appointed Sergeant-at-Arms.



S. H. Deane

Uniforms and caps have been decided upon and it is hoped that at the next meeting, to be held some time in April, all the officers and many of the members will be attired in their new uniforms.

The Club is showing lots of progress and the past year more was accomplished than was expected. And it is certain that when this year ends it will be some Club, many new members are being signed up, and at the end of the year the membership should reach five hundred.

Commander Deane has thus far appointed the following Department Commanders: Division One, J. Henschall; Division Two, E. J. Roche; Division Three, R. C. Frost; Division Four, C. R. Dean; Division Five, G. H. Drinkwater; Main Office, H. M. Miller, Room 920; Shops-54th Street, M. Wassell; 16th Street, E. C. Prescott; Motor Coach Division, L. Nowak.

Guy Campbell Back

We are all glad to see Guy Campbell of the Schedule Department back on his job. He is tanned from desert winds and looks fine. He spent several months in the mountains and on the desert of Arizona.

Ballard Recovering

Supervisor M. R. Ballard who was in the hospital for about a month and has been home for several weeks, is now able to sit in a wheel chair and receive visitors at his home 1339 West 61st Street. Ballard started as a motorman at Division Five in 1919 and was made a supervisor in 1923. He has the good wishes of his many friends for a speedy recovery.

The Mental Hoarder

By J. C. COLLINS

Supt. Meter-Mileage Department

The January, 1932 meter report was the most satisfactory one we have had and indicates that the work of the Division Instructors is being effectively backed up by the Division Superintendents.

It is most gratifying that men who have been at the bottom of the list in red, climb to a very secure place in the black, thereby bringing their line up to somewhere near its proper place.

The weakest noticeable point in correct operation now is the one application stop. This has greatly improved but many of the men forget and drift back into the old habit.

Correct operation is bound to have an effect upon a man's accident record, and as all classes of accidents have been reduced excepting the step accidents, we shall select these for attention. Most step accidents occur while the car is standing and are of a class over which a trainman thinks he has no control. The thing for him to do, therefore, is to reverse his thinking.

Most of the boarding moving car, and falling in car accidents occur in Zone One; over two-thirds of these, as the car is starting away from its station. The most dangerous corner is north bound at Seventh and Broadway, then to points of greatest exchange of passengers. The trainman must realize then that the more important the station, the more the need for recognizing existing conditions.

While the mind can not take time to make all sense impressions, conscious thought is selective and pays attention to the things selected for attention.

The man who becomes interested in making Zone One safe will experience no difficulty in making it safe. And when all our men are so interested we will have several hundred less accidents each year. That should be worth the thought of any man.

I can not conceive that there is a motorman on this property who does not know how to prevent the boarding moving car accident. If there are any such I will gladly tell them how they can do it.

Line "V" is one line that does not enter Zone One, and it may be interesting to the men operating on that line to know that more than twice as many step accidents occur on west and north trips than do on the south and east trips. These are the boarding standing car, alighting standing car, boarding moving car, alighting moving car, and falling in car.

In the practice of correct operation

Golden Anniversary



Mr. and Mrs. W. O. Bailey

Fifty years ago on February 14th, 2:00 P. M. in Groton, Connecticut, W. O. Bailey and Miss Nettie M. Merrill took the vow that thereafter they would "love, honor and obey" for better or worse, through sunshine and storm 'till death do us part. And this journey through life to them has been fifty years of happiness.

On February 14th of this year, at their cozy home at 2828 Idell, in the presence of a few close friends, their two children and other relatives, they again pledged themselves to continue this happy journey down life's pathway hand in hand, as of yore, meeting all conditions with a smile, knowing that their love of fifty years or more will ever sustain them no matter what may come.

Mr. Bailey has been a valued employe of the Los Angeles Railway Corporation since January 15, 1906, and it can be truly said that his loyalty and willingness to perform the tasks assigned him has never been questioned.

Mrs. Bailey, besides being an excellent aide to "Bill" as a housewife and mother, still finds time to interest herself in civic and various social affairs.

"Two Bells" joins with our company in wishing this happy couple many more years of connubial bliss.

or the prevention of accidents, as in most other things, a trainman must never forget that he has within him a living force against which all the world is powerless. The thing to do is to use it—to put the mind to work.

Basketball

The girl basketeers are bravely facing their opponents in the scheduled games at Echo Park Community Playground. Although some of the teams have been a little too strong for them they are always on their toes and ready for the next game.

The "Tokens" have done some very fine teamwork but are not quite accurate. The forwards are new at the game but show very promising talent. Elsie Birch, who changed her position from jumping center to forward just before the games started, has shown up very well in her first attempt as a forward. We have great hopes for her next year.

The results of games played are as follows:

February 4th—R. G. Dun 38, L. A. Ry. 24; February 11th—St. Joseph's Club 27, L. A. Ry. 9; February 18th—Polytechnic "Owls" 26, L. A. Ry. 20; February 25th—Western Auto Supply 9, L. A. Ry. 38; March 3rd—Polytechnic "Night Hawks" 21, L. A. Ry. 12.

On February 11th there were five junior coaches taking a civil service examination. So each coach could referee one-quarter of the game they played an extra quarter. They could not count that game so it will be played again on March 15th at Echo Park. Let's see a big crowd—a little cheering goes a long way in helping the team win.

There have been so many requests for return games that the officials have decided to play all the league games again. Here is a chance for you to see the games you missed. The new schedule starts April 5th.

The large score the "Tokens" made on February 25th we believe can largely be credited to an incentive given the girls. Mr. Duval, "Duvy," told the "Tokens" he would take their dinner checks just before the game and would pay them if the team would win. He took the checks so the "Tokens" had to win, and they did. That's all we can ask for. Thanks to you, "Duvy."

In the game with the Poly "Night Hawks" on March 3rd, Irma Watkins, guard, was the star of the game.

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

Division	Loss of Courtesy		Loss of Safety	
	Motormen	Conductors	Motormen	Conductors
One	2	1	15	0
Two	0	0	13	2
Three	0	2	11	3
Four	1	3	17	2
Five	0	0	10	1
Totals	3	6	66	8

Safety operators are listed as motormen.

Pintopplers

Sad but true the Lary pintopplers have dropped to third place in the league standing.

Following are the results of games played since the last issue of Two Bells:

	1st	2nd	3rd	Tot'l	Pts.
Feb. 1, 1932—					
Mecca Sweet Shop	750	756	858	2364	1
L. A. Ry.	780	811	777	2368	3
Feb. 8, 1932—					
Schmit Shoe Shop	879	876	875	2630	3
L. A. Ry.	903	761	824	2488	1
Feb. 15, 1932—					
Ideal Cleaners	909	819	764	2492	4
L. A. Ry.	759	705	760	2224	0
Feb. 22, 1932—					
Harris Fords	706	824	807	2337	2
L. A. Ry.	845	773	783	2401	2

The dates and line-ups for the final games of this series are as follows:

Mar. 14, Schmit Shoe Shop.

Mar. 21, Ideal Cleaners.

Mar. 28, Harris Fords.

Apr. 4, Pratte Jewelers.

Ed Fleming got a little tired of the regular humdrum and stepped out on February 8th and rolled himself a 230 game, and Doyle Rishel, in order to show that bowlers cannot always be good, rolled a 101 game the same night.

Now Floyd Nolff is one of those sympathetic boys, so, in order to console Doyle just a little, he celebrated George Washington's birthday by rolling his lowest game of the season, 99.

The boys have made an appeal for the members of the Lary family to come out and give them a boost so they can step back into first place before the end of the season.

All games are played at Broadway and Manchester on Monday evenings at 7:00 o'clock.

Employment Dept. Moves

The Employment Department, which has been located at Division Four for several years past, was removed to the Personnel Department, Room 522 Los Angeles Railway Building on March 3rd.

Trainmen are asked to advise anyone making inquiries for the Employment Department of this change of location.



The two distinguished looking gentlemen, reading from left to right, are W. P. Perry and C. E. Bates, valued members of Bill Snyder's staff of Supervisors.

Conductor Cumberford of Division Three, who has a mania for trying out his imported camera, could not have selected better subjects. He even caught part of a window sign which doesn't mean a thing as these men are noted for their efficiency and a change is not needed.

Square and Compass

At the meeting of the Los Angeles Railway Square and Compass Club on February 20th, twenty-three new members were added to the roster. Dr. Elson, Principal of Hamilton High School, gave a very interesting talk on Communism.

The regular monthly meeting of the Club will be held on Saturday evening, March 19th. This will be a business meeting with light refreshments served afterwards.

Division Assignments

To Division Four: Conductor A. V. Sutherland.

To Division Five: Motorman H. R. Armstrong.

For Sale

Two 31x4 tires and tubes. As good as new. Will sell at half price. L. F. Vernoy, Division Two or phone ALbany 2372.

* * *

Medium sized walnut piano for \$25.00. W. Dewhirst, 16th Street Garage or Phone PROspect 1104.

For Rent

Five room house, partly furnished, \$22.50. Call J. H. McCornack, 16th Street Garage or phone PROspect 1104.



BOUQUETS

Conductor W. V. Forbes, of Division Three, who is number 31 in this column, received the following commendation from Clark C. Pierce, Asst. Chief Clerk of the Department of Building and Safety:

I wish to call your attention to Conductor 1830 for his unusual courtesy. His quick thinking and action saved a man who attempted to board when the car was making the curve. A quick, sharp bell to the motorman, and a quick grasp at the falling man, and he dragged him aboard.

Also a transient intending to leave the car at Dayton and San Fernando Road found out that he had passed the point at about Avenue 54. He carried his cooking utensils and extra clothing in a

bundle. No. 1830 gave him a stop transfer and directed him how to get back and where to get off.

Others observing these and other courtesies beside myself, and who join in praise of this conductor, were Mr. Munster, Mr. Bradford and Mr. Trumpeter.

For (1) Motorman R. Williams of Division Two from E. L. Houck who was badly crippled in an accident and cannot get around rapidly, and who expressed his appreciation of the courtesy shown by Motorman Williams when he deliberately lost a traffic signal to accommodate him.

For (2) Conductor V. B. Jones of Division Two from Marian Lurwig for thoughtfulness and consideration and for the courtesy and directness with which he gave her instructions as to how to reach a desired address.

For (3) Motorman N. M. Flanagan

of Division Three from Mr. Beattie for his courteous manner in answering questions regarding streets and connecting car lines.

For (4) Conductor W. T. Gunn of Division Two from W. Dublin who wrote: "Conductor 2500 is all there. Thanks for him."

For (5) Conductor R. H. Manning of Division Five from Mrs. Lavina Northrup for his courtesy and for kindness which helped to brighten her day.

For (6) Conductor F. C. Buhles of Division Two from J. C. Berry for courteously making a service stop so he could pick up his father who had become separated from him when he boarded a preceding car which Mr. Berry missed.

For (7) Motorman E. J. Roche of Division Two from William J. Logan for holding his car when he saw Mr. Logan and his wife running to catch

it. Mr. Logan says: "It is such men as this motorman that makes the name of the Lary stand for good service."

For (8) Conductor I. Gasparro of Division Three from Mrs. J. B. Azdell who writes: "His constant attention to his work and courteous interest in each passenger is certainly deserving of praise from the public."

For (9) Conductor S. H. Corbin of Division Four from R. L. Brown for the kind and gentlemanly manner in which he helped a blind man off his car and across the street to the opposite side in safety.

For (10) Motorman G. G. Gifford of Division Five from R. G. Caldwell for his quick action in preventing a very serious accident.

For (11) Conductor J. L. Gray of Division Five from Mrs. Jessie Gasink for holding his car until she could cross the street and then helping her to board the car.

For (12) Conductor G. G. Mullin of Division Five from H. F. Lee for courteously lending him fare when he was stranded without any money with him.

For (13) Conductor W. C. Skinnell of Division Five and (14) Motorman S. E. Weeks of Division Three, from Mrs. Otto Fenske for courteous assistance on and off the car by Conductor Skinnell; and for Motorman Weeks for gentlemanly conduct when he had trouble with his car.

Conductor Skinnell is also commended by Mrs. D. R. Holm for his kind and considerate care of a very old little lady who is partly paralyzed. He notified her when approaching her stop, and led her to the exit and carefully assisted her off the car.

For (15) Motorman O. C. Milton of Division Three from Mrs. M. J. Pohl for his cheery "good morning" and his thoughtfulness in looking out for passengers transferring on the early cars.

For (16) Conductor E. H. Link of Division Five from Mrs. J. Hutchins who wrote: "He attracted my attention because of his cleanliness and neatness; he was simply immaculate. He was approached by many questioners whom he met with courtesy and a smile. He answered all questions as if it were a pleasure to give service and he sent people from him in a contented frame of mind."

For (17) Motorman F. J. Miller of Division Five from Charles A. Butler, Secretary of the Eagle Rock Chamber of Commerce, for the prompt and efficient manner in which he avoided striking a small boy who darted across the tracks.

For (18) Motorman F. T. McClen-don of Division Two from Cyril Heath for kindness and consideration shown elderly ladies without the slightest annoyance or impatience because of their slowness.

For (19) Conductor O. A. Croxdale of Division Two from Catherine Van Vleet for his pleasant manner and helpfulness to everyone and for exceptional carefulness.

For (20) Conductor F. J. Bevis of Division Three from Phil M. Gardner for alertness in finding and returning a token which Mr. Gardner dropped on a crowded car.

For (21) Conductor G. S. Jones of Division Five from Mrs. Agnes Megown for kindness to an elderly crippled man.

For (22) Conductor S. E. Merriweather of Division Two from E. Wright for the loan of car fare when passenger boarded the car without it.

For (23) Conductor M. C. Latham of Division Three from Mrs. Anna B. Smith, General Manager, Los Angeles City Social Service Department, for lending her car fare when she forgot her purse; also for being especially courteous to herself and everyone else.

Conductor Latham is commended by Sarah Smith for his courtesy to all passengers and for his kindness in assisting those needing help on and off the car.

For (24) Conductor I. J. Kramer of Division Three from Charles Ruggles for the cheerful, courteous manner in which he handles passengers, and particularly for his help to an elderly lady.

For (25) Conductor W. A. Steele of Division Five from Gladys Tims for politeness and courtesy.

For (26) Conductor T. R. Latham of Division Two from Jack Lennin and Harold Statter for lending them car fare to get home on when they had just been held up and stripped of everything by robbers.

For (27) Conductor E. F. Adams of Division Four from Majorie Morris for courteously lending her car fare when she forgot her money.

For (28) Conductor W. E. McKeon and (29) Conductor T. J. Little, both of Division Two, from Vernon Taylor for their courtesy and good humor and ability to keep their passengers good-natured.

Conductor Little is complimented by Mr. and Mrs. Harry Blanchard for his personality and politeness and for his patience and friendly manner.

Mrs. G. Gensler commends Conductor Little for his courtesy to all passengers, especially to cripples, children and those needing assistance.

Another bouquet for Conductor Little comes from H. Pines as follows: "In all my 65 years experience I never met a conductor so cheerful, courteous, attentive to passengers, and so efficient in calling out every intersection, and directing passengers so

clearly for their changes of cars and buses."

For (30) Conductor W. P. Trabue of Division Three from George Larson for kindness and considerateness in paying his fare when he boarded the car without money.

For (31) Conductor W. V. Forbes of Division Three from Mrs. Velma L. Bruner for kindly and courteously assisting her with two heavy suitcases.

For (32) Conductor H. A. Hansen of Division Two from Mrs. William C. Colby who says: "He is so kind, cheerful and willing to render every assistance possible."

For (33) Conductor Roy Meggison of Division Five from Mrs. Esper V. Renner for his kind and courteous thoughtfulness to her when she boarded his car with two very small children.

For (34) Motorman W. E. Maupin of Division Five from J. H. Kaufman, a former motorman's instructor of the Brooklyn Rapid Transit Company, for his courtesy and cleanliness, and for his ability to handle equipment carefully and economically.

For (35) Motorman C. H. Conrad of Division Five from C. C. Jenkins for careful and skillful handling of his car, and for announcing the streets clearly.

Motorman Conrad is also commended by George Coppersmith for the calling of every street.

For (36) Conductor A. A. Burlingame of Division Two from Sarah Smith for his universal courtesy and for the manner in which he handled passengers who were unfamiliar with the method of paying fare on the 2600 type of car.

For (37) Conductor R. G. Monahan of Division Three from A. E. Hubbard for being agreeable and courteous; for his neat and trim appearance and for being genuinely interested in his work.

For (38) Conductor T. D. LaMay of Division Three from M. Edward Rocher for his willingness to be of service, and for his courteous attitude in paying passenger's fare when he was ill and without his car fare; also for his pleasant and helpful service to all passengers.

For (39) Conductor H. N. Cole of Division One from Mrs. R. H. Caten for his universal courtesy and for his kindness in assisting passengers.

For (40) Motorman J. A. Limes of Division Five from Helen D. Gordon for the special courtesy of stopping his car in the middle of the block when he saw her running in the rain to catch it.

For (41) Motorman E. N. Winer and (42) Conductor W. R. Nichols, of Division Five, from Kate A. Deer for courtesy and for being "the most obliging, the best natured and the most considerate men in public service."

For (43) Conductor M. S. Thomas of Division One from Nurse Miriam Jean Rollins for courtesy and for being pleasant and patient.

For (44) Conductor H. E. Tetreault and (45) Conductor H. D. Littlefield, both of Division Five, from Mrs. Otto Fenske. Conductor Tetreault is complimented for calling stops cheerfully and for helping people on and off the car. Conductor Littlefield is commended for alertness and good nature and for helping passengers to board and alight.

Conductor Tetreault is also commended by Helen Norris for his genial manner and his universal courtesy to passengers. She says he makes riding on his car a pleasure.

For (46) Conductor E. V. Muckey of Division Four from Mrs. Agnes Larson for lending her fare to go home when she forgot her purse.

For (47) Operator L. W. Husted of the Motor Coach Division from Rev. A. P. Schulz for being considerate, courteous and friendly and for efficient operation of his coach.

For (48) Conductor R. A. Lovelace of Division Five from E. E. Wilke for unusual courtesy and assistance during a recent rain when Vernon Avenue was a river from curb to curb. Conductor Lovelace carried a woman and two men to dry footing without even a grumble when the water went over his boot tops.

For (49) Motorman W. A. Stebbins of Division Three from J. F. Whitney for smooth operation of his car so that the surges of starting and stopping are not felt, and for uniformly running on time.

For (50) Conductor D. W. Ryan of Division Five from G. Leslie Davis who wrote at the request of Mrs. Leslie that Conductor Ryan is the most courteous employe she has come in contact with. He was also most kind and considerate of his women passengers and elderly people during a recent downpour.

For (51) Conductor J. E. Laws of Division Five from Leon W. Emley for courteously calling him back and giving him the proper change when he had inadvertently dropped a quarter into the fare box.

For (52) Conductor G. J. Emerson of Division Four from Mrs. Rose Diamond for lending her car fare when she left her purse at home.

For (53) Conductor M. M. Wallace of Division Three from Katherine B. Higgins for handling a past due transfer case in the most gentlemanly, kindly and unembarrassing manner.

For (54) Conductor H. E. Estep and (55) Conductor A. A. Blaubach, both of Division Five, from Mrs. F. Brady for kindly paying her fare when she had forgotten her coin purse.

For (56) Conductor E. C. Peak and (57) Motorman W. C. Waedekin, both of Division Two, from J. H. Darrah,

a visitor here who said he had used street cars in every large city in the U. S. Mr. Darrah wrote: "The motorman was very careful and considerate and used the utmost care in starting and stopping his car, and the conductor was always on the lookout for passengers and had a kind word for everyone and was always glad to give information."

For (58) Conductor C. D. Johnson of Division Three from Mrs. A. Hock who says he is the kindest of all the conductors; thoughtful, careful and never too tired to assist.

For (59) Motorman G. Culp of Division Four from C. Cooksley who said that Motorman Culp took the trouble to stop his car, get out in the pouring rain and help a blind man across the road.

For (60) Conductor I. E. Gott of Division Three from Bob Legerton for lending him car fare.



BIRTHS

O. T. Durr, Conductor of Division Two, announces the arrival of a lovely little daughter who the parents are going to call Arline Beverly. Little Arline arrived on the last day of January and is getting along fine and the same can be said of Mrs. Durr, who by the way, is the daughter of Fred Jorgenson, a former Motorman of Division Two.

* * *

C. G. Jones, Conductor of Division Two, is walking around on air due to the arrival of Torrance Rolland Jones on the sixteenth of February. He tipped the scales at seven and one-half pounds. All doing fine from last reports.

* * *

Conductor L. F. Van Zile, of Division Two, announces the arrival of another little girl in the family. Doris Marie put in her appearance on the twelfth of February. Of course L. F. is all smiles.

* * *

Clifford Steele, Motorman of Division Two, announces the arrival of the fifth child in the Steele family. Richard James arrived the nineteenth of February, tipping the scales at seven and one-half pounds.

* * *

All the smiles on Conductor Slaughter's face are due to his just becoming a grandfather. His daughter gave birth to a bouncing baby boy on February 5th. Frank claims to be the youngest grandfather at Division Two, but we believe Motorman B. Briggs holds that distinction at present.

* * *

F. H. Duncan, Conductor of Division Two, announces the arrival of Charles

Ronald Duncan. Charles arrived on the twelfth of February and is the fifth son in the Duncan family, thus placing the daughters in the minority. Step up, boys, and hand "Dunc" a smoke, for a man with nine children cannot be handing out cigars.

* * *

Another dark secret just came to light. Conductor C. V. Bonner, of Division Four, has been papa of a new baby boy since January 11th. The little fellow weighed eight and three-quarter pounds on arrival. They named him Rodney Paul. Two brothers and a sister welcomed the little one to its happy home.

* * *

Conductor D. H. Lewis, of Division Five, received a real valentine on Valentine's Day. Yes, folks, it was a baby girl. Both mother and little Dorothy Ann are doing fine. Congratulations, Mr. and Mrs. Lewis, and thanks for the cigars.

* * *

R. W. Long, of the Motor Coach Division, reports the arrival at his home of Virginia Mae. She was born January 17th and weighed seven pounds and eleven ounces. Mother and daughter are doing fine.

* * *

Norman Lane, of the Garage Department, tells us that a little "Lane" will soon be running around his home. James William was born February 6th. Yes, he has red hair. Mother and son are doing fine.

Appreciations

I wish to express my appreciation for the flowers, sympathy and kindness of all the officials and trainmen of the Los Angeles Railway in the death of my wife, Feb. 4th.

Jas. E. Gorham.

* * *

I wish to thank the Los Angeles Railway Corporation for its kindness to my dear husband in his recent illness and for the beautiful floral offering following his death, February 3rd, and the prompt action with my draft. May God bless and prosper such a corporation is the prayer of a sincere heart.

Mrs. C. J. Artist.

* * *

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

R. E. Ellithorp,
Sid. Ellithorp and Family.

* * *

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

David J. L. Miller and Family.

Journey's End

John Henry Miller, who was placed on the Special Roll March 1, 1930, passed away on February 20, 1932. Mr. Miller was born in Mechanicburg, Pennsylvania, and was employed by this company as a carpenter in the Engineering Department on March 14, 1912. He was placed on the Special Roll on March 1, 1930.

Honor Roll

Henry Michel Swant, Flagman, Transportation Department, was placed on the Special Roll effective February 1, 1932. Mr. Swant entered the service on June 20, 1910 as a motorman at Division One. He was appointed a temporary flagman January 30, 1923 and was made a permanent flagman on April 15, 1923. Since July 27, 1931 he has been on the sick list.

Red Letter Day

February the twelfth was NO ACCIDENT day at Division One. This is the most important news item of the year, and may there be many happy returns of the day.

Match This

On February 3rd Division Four ended a No-Missout spell. For twenty days all trainmen had reported for duty on time. We are sorry we could not pile up at least twenty more. And yet, who would not feel proud?



H. N. COLE

When the last meter chart came down and Motorman J. N. Smith saw his name in black, he very modestly gave his conductor a share of the credit, and he said it with a nice juicy ten cent cigar. Smith declares that each time his name appears in black, his conductor, S. J. Singer will get a good smoke as a token of his appreciation for his help.

Conductor J. W. McCurry has been called to his old childhood home in Dallas, Texas, on account of the serious illness of his father.

On account of the illness of his father, Conductor H. I. Frey left on February 17th for his old home in Oklahoma.

While eating supper last Sunday, Motorman E. G. Pearce happened to remember it was his mother's birthday, and he was considerably worried to think he had overlooked it. So he put in a long distance call for St. Joseph, Missouri, and in a short time a happy mother was listening to her son's voice two thousand

miles away.

Motorman E. S. Day is back with us again after an absence of about eight months, due to illness. He looks fine and says he feels the same way.

Motorman F. E. Ruddick recently spent a week at home trying to get rid of a very bad cold. He did.

Conductor R. W. Bowers has recovered from an illness that kept him in for about two weeks.

On Line "3", Motorman S. Scheinert is holding his position at the top of the meter chart. All efforts of Motorman L. G. Nethersole, who holds second place, to rout him from his enviable position, have been in vain.

Traffic Man H. J. Burke, formerly conductor at Division One, was painfully hurt about three weeks ago when a truck hit him and knocked him down. Conductor S. J. Singer is filling his place at Broadway and Vernon.

Motorman J. F. McCormick, of the mail and register car, has the sympathy of all his fellow workmen on account of the loss of his mother who passed away several days ago.

While pulling a switch at West Jefferson and Eighth Avenue, Conductor G. A. Urbain was painfully but not seriously hurt by being struck by an automobile.

Motorman A. E. Gardner is able to get around again, having partially recovered from injuries received in an automobile accident, the particulars of which we were unable to learn.

H. H. Coles, formerly Cash Receiver at Division One, has finished breaking in and is now a full-fledged Safety Operator.

Severe colds seem to be prevalent and no respecter of persons. Among those recently recovered and back on the job are, Conductors Rex, Arguello, C. C. Goddie and H. Bunes.

Motorman M. L. Howell is also listed among those on the sick list.

Motorman R. M. McMahan has been confined to his home for several days on account of illness.

Safety Operator H. A. Cornwell is still reported on the sick list. He has been confined for about three weeks but is understood to be improving.



H. F. NELSON

Conductor A. S. McFarland believes in taking his vacation early, so he secured a leave of absence for forty-five days and headed for Ladonia, Texas, where he intends to spend the greater part of his time. Cards were received from one of the larger cities where no doubt he was riding the cars around for excitement.

We regret very much to hear of the passing of Motorman J. W. Appleton on the last day of January. Division Two trainmen acted as pall bearers at the funeral.

We cannot understand whether Motorman H. Gant is trying to break into politics or just what he is doing, but the other night one of our conductors caught him over in South Gate looking for the Police Judge.



Little Cherris Crothers, daughter of R. J. Crothers, Conductor-Line Instructor of Division Two. Cherris is sitting on the steps of the Crothers home and pointing her finger at you.

The "Two Bells" scribes were entertained at a little dinner by Mrs. McNeill, our Editor, the latter part of January. What she told us about getting in a lot of newsy news, obtaining interesting pictures of the kiddies, etc., was just enough, so please help us out and bring in the news and pictures. All pictures are returned as soon as they have been sent to the engraver and a cut has been made.

Conductor Ray Lightfoot is about ready to return to work, his shoulder having just about healed.

Conductor J. T. Matheny was out riding with a friend who crashed into a pole while trying to avoid an obstruction in the street. J. T. was thrown against the windshield and was badly cut by glass, several stitches were needed here and there to keep his face together. The cords controlling one of his little fingers were severed and he had one hand all bandaged up and expects to be off for some time before he will be able to return to work.

Motorman Walter Hancock having worked on the cars for over forty years thought he was entitled to lay off on sick list for a while so contracted a nice case of pneumonia and at present is recuperating at his home. His many friends wish him a speedy recovery.

Here we have Helen Cuthbert, twelve year old daughter of Motorman Dave Cuthbert of Division Two. This is the young lady who entertains us so well with her selections on the piano.



Conductor C. J. Clark is the proud possessor of two lovely sweaters. Not long ago a man approached C. J. with a scared look on his face as though he were just about two jumps ahead of the police, and told C. J. he had smuggled some nice sweaters into this country and had just two left that were a bargain, as he was anxious to get rid of them and beat it out of town before he was caught. Well, C. J. took it hook, line and sinker and forked over the cash. For some reason he hasn't started wearing the sweaters, maybe he's afraid to in this rainy weather, or maybe this foreign wool shrinks when it gets wet.

Motorman E. E. Mueller received a wire from Minneapolis saying his mother

was very low and to come home at once. E. E. lost no time in getting ready to leave. We all sincerely hope that when he arrived home he found everything all right and his mother out of danger.

Cash Receivers J. L. Williams and C. H. Hinson are through breaking in as conductors and started work on their own the first of the month. "Jack" Williams says there have been several changes made since he first broke in in 1910.

Janet Marian, age fifteen months, daughter of Conductor G. E. Barnes of Division Two. Janet has her working clothes on and is ready for a romp or what have you.



Motorman C. E. Greenlea, while drifting along Vernon Avenue the other morning found a half of a hog, lying on the track, which had fallen off some meat truck. Later that afternoon it was called for and Greenlea was rewarded with enough pork chops to last his family a week. He was quite a sight going down the street with half a hog on his back. If some butcher had run out and yelled "stop thief" C. E. might have found himself in quite a hole.

Our pinochle champions can be found every afternoon at the Division practicing for the coming tournament. Come on boys, do your stuff and make that cup look like a roster of Division Two.

Conductor H. T. Gollar traded in his Chevrolet coupe on a nice blue Chrysler sedan, some buggy.

Conductor L. M. Murray, while turning in his cash the other evening, put his sack of tokens in some other conductor's large sack, and what a mix up.



Motorman J. E. Crawford of Division Two is quite proud of Jackie Desmond, his sixteen months old grandson. He seems quite husky for a lad of that age, and grandpa has hopes of him being a real heavyweight.

J. E. "Tex" Bourland spent several days in San Diego visiting his sister.

Switchman E. R. Forsythe received word that his mother was very low and before he could leave he received word

she had passed away. We extend to him our sympathy.



Division Three

L. VOLNER

Quite a number of motormen who had thought for some time "it couldn't be done," as regards proper operation and power saving have been converted to the fullest degree by Instructor Grant Clear. All of these men testify whole-heartedly to the fact that proper operation makes their work 50 per cent easier.

* * *

Motorman B. F. Johnson says three cheers for Motorman J. W. Dilley, of Division Three. Another man decides to share his fate with another person. No question but that the most of us must work under a boss, so Motorman Dilley has gone and done it. Good luck and much success to Mr. and Mrs. Dilley. But Mr. Dilley's real worry is who is going to rent his room at Division Three where he so comfortably rests a few hours every day. He says it can be had very reasonable, blankets thrown in. But be careful—times are hard. We don't know the date, but we know it's true, for a cigar from the groom verifies all.

* * *

Congratulations are being extended to Motorman Frank Milano, of Division Three, who, after many years of single blessedness, has taken unto himself a wife. The bride was Mrs. Florence Aston, and we feel sure that Frank has made no mistake in his selection. Here's wishing both all the joy and success possible during the coming years.

* * *

Another one who has traveled in single harness for the past several years took unto himself a wife on February 11th. Motorman C. L. Westenberg, of Division Three, is the lucky man and he and Miss Harriet Mae Hammond, of Detroit, were united in marriage in this city February 11th. The happy couple have taken apartments at 4223 Lockwood Street. We join their many friends in wishing them well.

* * *

After being off duty several days on account of a slight attack of the flu, Motorman J. W. Votaw worked one day when he had to be off again on account of his wife being sick.

During the past month, Conductor C. F. Wood had some Canadian friends as visitors—Mr. and Mrs. C. Rogers of Brandon and Mr. and Mrs. Alfred Wells of Winnipeg. These friends drove through, leaving home in somewhat of a blizzard, and it is needless to say how they enjoyed the California sunshine.

Two former conductors of Division Three—J. C. Kingsland and J. Lecornu were killed in auto accidents during the month of February.

After a trainman has worked a regular run for some time, he gets rather well-acquainted with many of his passengers, for many of them catch the same car each day. Conductor J. P. "Stucco" Flemming worked the "B" Line for quite a while where he was very popular with those patrons, as he had a kindly word and smile for each. He is now working on the "E" Line, but says he might have to change, as just a few days ago a colored lady boarding his car and, of course, recognizing him at once, said: "Hello, Mr. Stucco, (for that is the name all his passengers knew him by) why don't you come back to the "B" Line?"

Conductors J. T. Allard and G. H. Wheeler enjoyed Washington's birthday holiday by being afflicted with automobile trouble on the Ridge Route, near Lebec. A hurried telephone call and there being quite a few men on the nine o'clock kept them from serving three days at the foot of the list.



Division Three claims to have as cute children as can be found in the Railway family and submits as example Paul Ronald Rasmusen, 15½ month old son of Motorman W. Rasmusen.

Mr. J. E. Gorham has the sympathy of all his friends on account of the death of his wife.

Saturday, February 20th, was Dollar Day, celebrated by most of the downtown stores, and each Line carried many people down to share in the bargains.

Anyone with an over-supply of dahlias, asters, or, in fact, most any kind of flowers, we would be very glad to receive them for the Division yard, and our gardeners will see that they are well attended.

Ordinary music, as a rule, is rather soothing, but those Hawaiian tunes as played on the steel guitar, well, they just put you to sleep. Each night that Motorman A. R. Peterson has to take a music lesson makes it impossible for him to catch his regular car to the car house next morning, compelling him to get out the auto to keep from missing out.

Former Cash Receiver Kindell is breaking in as a conductor under Conductor-Line Instructor F. J. Bevis.

Motorman G. V. Hopkins has been off sick since February 4th. On February 24th, by permission of his doctor, he was allowed to get out to attend a funeral.

January 8, 1932, will always be a red-letter day for Conductor T. G. Cumberland, for on that day he became an American citizen, and to assert himself as such registered on February 23rd, so he will be able to help elect the next President.



Division Four

C. J. KNITTLE

Hello, ev'body. In a last minute news flash in the Division Four column of last "Two Bells" it was reported Switchman Fred Seega was speeding by airplane to the sick bed of his mother in Troy, N. Y. On February 14th Freddie returned. The hope of seeing his mother before death came was in vain. The evening before Freddie left she had passed on. The trip was continually delayed by heavy blizzards. The pilot made a desperate effort to complete his schedule but at Chicago the flight had to be called off. Freddie finished the journey by rail. The sympathy of his many friends were extended on his return.

Motorman H. P. O'Gorman was granted two weeks leave February 3rd to hasten to Salt Lake City where, a message stated, his mother's health was very low.

The two most interesting things of the month: What the Chinese did to the Japs and what an Austin did to Motorman C. J. Sutter's Oldsmobile. Rather than go into details about what happened to the larger buggy—Sutter now drives a Ford sedan.

* * *

Over at Division Four, where unusual things happen unusually often, trainmen are agog over the recent marriage of an apparently confirmed bachelor, Motorman W. J. Forster. The news of Motorman Forster's dive into matrimonial waters was so discretely concealed that, had the woofle bird not whispered the dope in our ears, we might still be calling the old boy by his maiden name. As it were, the fact became known about February 20th and four days later when the robust groom stepped into the trainmen's room a mob of friends pounced upon him. Much mauling and joshing followed during which the newlywed was firmly hogtied. About that time the unexpected happened. Forster fainted. He was quickly untied and in a few minutes revived. It may have been a ruse. Nevertheless, Forster got a mighty big kick out of the reception and treated the boys to a box of good cigars. He is one of the Division's old timers. During the Spanish-American War, Forster served in the army and now receives a pension. His vacations are spent on a ranch he owns in Oregon. A recently acquired DeVaux sport coupe will convey the happy couple between local points and to points north. Our most sincere best wishes are extended to Motorman Forster and his charming bride.

* * *

Another Division Four trainman, Conductor W. Barney, who is a living example of the old adage, "Silence will never betray you," walked quietly

into Mrs. Pearce's (the Division Stenographer) office February 16th and announced his marriage the day before to Miss Pauline Freitas. Owing to Barney's extremely modest nature no demonstration followed but it is a pleasure indeed to greet the fortunate groom and the happy bride in this column and to say, "Congratulations."

* * *

There's something admirable about the grit of the lads from Texas. On February 4th, Dusty Rhoades, who hails from the Lone Star state, came to work about an hour before starting time and while waiting to take up his duties it was noticed that he appeared quite pale. On inquiry he said he had slipped when grabbing a car to ride down and although he did not fall he had struck his side forcibly and felt a bit strained. Starting time came and Dusty took up his work of switching cars. About fifteen minutes later he collapsed, came to and, in agony, lay gasping for breath. An ambulance was summoned. In the Receiving Hospital the trouble was soon located. Dusty had three broken ribs.

And now, folks, let's give one of the kiddies a break.



The petite little lady is Mary Jane Whiting, eight year old daughter of Conductor G. L. Whiting of Division Four. As you may have surmised from her costume, Mary Jane's favorite diversion is dancing.

Our most profuse apologies are offered Yardmaster Jack Barden for letting his birthday, February 11th, go by without a greeting. We agree it was an unforgivable slip on our part, Jack. However, at this late date, we dig up enough audacity to wish you many happy returns.

Here's one for the heavy thinkers to go in a huddle over. On February 15th Motorman L. M. Enos was marked up for Car 1349, signed up his card "Car 1343," went out and fixed up Car 1359 but pulled out Car 1365.

Chivalry is a wonderful thing even in these days when the fair lady is out of the habit of rewarding the gallant gentleman with a bit of ribbon or a four-by-four hanky. This little item, however, is about Conductor Pete England and the unpleasant result of a courteous act. A woman boarded Pete's car. Then the car started. A few seconds later the

woman dropped her purse and it rolled off. Pete rang down the motorman but before the car stopped he jumped off backwards like trainmen do. The only difference was that Pete's feet flew out from under and he hit the ground at an angle of forty-five. His changer also took the flop and struck him so forcefully in the nose Pete had to be relieved and treated at the Receiving Hospital.

It was with sincere regret that we learned of the resignation of Motorman M. B. Boyd. Ill health was the cause. M. B. was one of the most esteemed trainmen and his absence will be keenly felt. After a futile effort to regain his health, M. B. decided it would be better to return to his parents' farm in Kingman, Kansas. Our very best wishes are for him.

Conductor A. B. Davidson was granted two weeks leave February 19th to visit relatives in Arizona.

A three weeks leave was granted W. T. Fletcher, February 19th, to drive to Mrs. Fletcher's home in North Dakota where her grandmother is seriously ill.

Thieves entered the apartment of W. L. Greenwood, Motorman and ex-Clerk, in his absence one recent day, and took an expensive camera, a typewriter and wearing apparel. The bacon and butter were also taken.

Excuse me, folks, till I get the shotgun. Here comes Conductor Farr with a straw hat on.



Division Five

FRED MASON

Conductor A. J. Maryhew never comes up to the window without saying his little piece, that is, "Lend me a dime to get a cup of coffee." So far as we know, nobody has yet lent him the dime. He changed his little piece recently to "Lend me two bits to get a hair cut." "Baldy" DeMuth was on duty at the time and surprised Maryhew by offering him the two bits. Maryhew surprised "Baldy" by taking the two bits. Two days later Maryhew told "Baldy" that the hair cut sure was good.

Ex-Motorman Chris Hoffmeister arrived back in town recently and paid us a visit. Chris has been away just about a year, during which time he has been working on a ranch at Emmett, Idaho. He is looking fine and says that his son, Roy, who used to work as a conductor out of this Division, is still in Emmett and is doing fine.

Switchman Bill Stoll, who has been off sick since last November, writes from Paso Robles, that he is feeling as well as can be expected, but on account of the inclement weather he has been unable to take any of the baths there yet. He sends his best regards to all the boys. We all join in wishing him a speedy recovery and hope to see him back with us soon.

We are glad to say that Motorman Joe LaGue, who was on the receiving end of the rear end of a flivver, which was backing into the curb, is getting along

fine and expects to be back to work shortly. Joe received a deep laceration on top of his head requiring four stitches, also quite a few body bruises.

Motorman K. G. Norris has been off for ten days on account of his younger brother's death. Our deepest sympathies are expressed to Motorman Norris.

We were glad to receive a visit from Motorman W. C. Callaway recently. Cal has been off sick for about three months now and is getting along fairly well.

We haven't been getting our little drop of morning Scotch for the last three weeks on account of our Assistant Mechanical Foreman George MacQualters being confined in the Lutheran Hospital following an operation. Mac just recently obtained his final naturalization papers and, he says, "Now that I've had an operation I'll feel that much more at home." Several of the boys from the Mechanical Department have been to see him and when asked how he is getting along they answer "The nurses are just wonderful." Well, here's hoping that it won't be long before Mac is back on the job again.

Our sympathies are extended to Conductor George Drinkwater, whose father, Thomas P. Drinkwater, passed away recently at his home in Glendale.



JACK BAILEY

We are all busy during spare moments trying to figure out what to do over these swell summer evenings and week-ends. Victor Lee has brought out his fishing pole, Freddy Hunt is buying new hiking boots, Hank Seivers is saving up for a new shotgun, Sidney Ormston is holding out on the wife for a new tennis racket, Fred Domeika has pawned his overcoat, and Earl Scholes is driving a Hudson. Boys, these are sure signs of spring.

C. Hatch, of the Drafting Room, is not masticating on two full sets these days. He says a Chinese dentist hammered them out with a mallet and chisel. From the strange utterances of his vocal organs we think he is telling the truth. Never mind, Charles, another few months and you will have two full sets of china in operation.

W. T. Reynolds, Assistant Chief of the Store Department, has taken unto himself a 1912 Buick, and to the astonishment of Mrs. Reynolds it ran after being in cold storage for some fifteen years. They are very well satisfied and are confident it will last another eighteen years.

BILL REYNOLD'S BUICK

This old Buick is my auto and I shall not want another, it maketh me to lie down in the mud beneath it, it soureth my soul; it leadeth me into paths of ridicule for its name sake.

Yea, though I ride down hill I am towed up hill. And I fear much evil; for my rods and engine discomfort me; it anointeth my head with oil. My radiator leaketh, and I prepare for blowouts in the presence of mine enemies; and

now the baby goeth without shoes, while I visiteth many service stations and garages.

With apologies to Mr. Ripley:

Miss Dorothy Pringer, daughter of August Pringer, of the Carpenter Department, has had only four real birthdays in the past sixteen years.

The proud possessor of a new Graham Paige is Carpenter Ray Ernst.

Truckman J. B. Mathis has all of the posts knocked loose in the parking lot as his Ford is so anxious to get started it wants to run over him and everything else. J. B. is now planning on a new front end for the Ford. We suggest he back in for his own protection.

Truckman W. W. (Wait-a-while) Morgan, lost some ten days on account of the flu.

Reports have it that Truckman W. Thun has moved to Maywood to try his luck in the rabbit business. What's the matter with Huntington Park, Bill?

Truckman L. Spratt has a new domestic schedule, having purchased a new Buick which will save him that much needed time, to and from his ranch home in Lynwood. Promptly at 4:00 A. M. to the resonant tinkle of a large "Ben," our friend arises and let's the cat in and goes out and feeds each individual chicken. As a remuneration for the early rising, Spratt gets all the eggs he can find. Pretty soft this ranch life.

Albert Normand has resigned leaving his well filled responsibilities to the boys in the Mill.

A. O. Malm, Milman, missed out a few days on account of illness.

Trimmer C. H. Stoner has been confined to his home two weeks on account of the flu.

A painfully injured big toe was the misfortune of Fred Hunt, Trimmer, his girl friend Miss Ruth Randolph sustaining a misplaced hip when their toboggan turned over at Big Pines on Valentine's Day. Freddy lost a few days work but is now up and able to buy flowers and chocolates for Miss Ruth.

Thomas O'Connel, of the Winding Room, was off a few days on account of illness.

The entire system wishes to extend its heartfelt sympathy to R. E. Ellithorp, of the Winding Room, whose wife passed away February 13th.

To Electrician H. Eimer who picks up his fellow workmen in his old Ford and takes them halfway to work and then leaves them to walk the rest of the way:

"Although it's with apparent pride
That in your 'lizzie' 'round you ride,
It's just an eyesore on the street,
Which passing motorists always greet,
With a derisive grin and stare,
The junk pile's waiting. Dump it there."

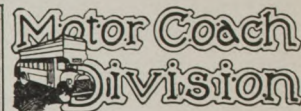
Watchman J. D. La Tore, that great big man from the South, was off sick.

Art Clinton, Machinist, is back on the job after some two weeks of confinement during the bad weather.

We wish to express our sympathy to B. E. Timbs, Assistant Carpenter Foreman, upon the death of his wife's mother.

The sympathy of the entire force is extended Carpenter E. K. Dahlholm, whose thirteen-year-old son recently passed away.

With fire in his eyes Tom Rocha, of the Electrical Department, is looking for the person who told him that Clerk L. Griffiths could not play checkers. Tom was becoming locally famous, having won his laurels from the Machine Shop boys. However, L. G. took him for five consecutive games, during the lunch period, and now claims the Shops championship.



J. H. McCORNACK

E. C. Fedderson, of the Motor Coach Division, was married to Miss Bernadine Dixon, of this city, January 17th. Congratulations.

* * *

G. H. Dodrer, of the Motor Coach Division, was married February 13th to Miss Hildur Johnson. The happy couple went to Santa Ana on their honeymoon. Congratulations.

* * *

Supt. C. O. Morse was forced to stay at home two weeks on account of sickness for the first time in eight years. He is better now and back at his desk.

"Mike" Besenty is buying an airplane to keep from smashing up his automobile.

A. L. Irwin's wife told him to stop in a store and get some groceries. This he did, car and all. A light pole was in the way so he took it in with him.

A. P. Rucker is going to paint his car yellow and see if he can't get some of that free gas out on Beverly.

W. D. Robertson likes to take girls to the beach but doesn't care a thing about swimming.

Al Brehm spent the holiday fishing at Catalina. All he will say about it is that luck was not so good.

C. H. Lawson doesn't care for money. He leaves his changer on the garbage can at Figueroa and Manchester.

"Pop" Campbell says he grew that mustache to cure weak eyes. He admits his eyes are better and that he will not have to spend \$30.00 for a pair of glasses. We wonder if he will let his beard grow if his hearing gets bad.

R. W. Woodrow can hardly wait till the shakeup so he can choose a run with "G. J." King.

You can almost see G. Dodrer's mustache. It will soon be just like "Pop's."

Ask C. L. Campbell the sure and positive way of getting a coach change.

Roll call for pinochle practice.

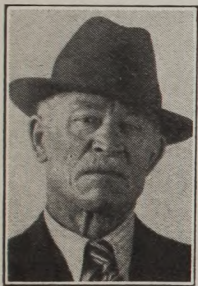
GARAGE

Nightwatchman Albright ran to the foreman's office and breathlessly reported an auto thief stripping Luellen's car. To insure a capture Foreman D. Sterling ran around the garage in one direction and Frank Bruner the other. The men presently divided and followed with hammers and hand wrenches for weapons. Bates and Frankie Hitchner followed to learn why the men were chasing the foremen over the fence. Captain Bruner and his men crept closer and closer. When within a few feet the bandit saw them and they

recognized "Lewie" whose car had stalled and he had to change the battery.

D. J. Sullivan, F. O. Rowbottom, W. Dewhirst, L. Sparks, W. Turner, G. Holmes and Ben Schupp were afternoon guests of the Firestone Rubber Co. on a trip through their factory. G. Holmes found his size tire and had to be dragged away from them. Just think of it—his car with a new set of tires. W. Dewhirst and L. Sparks almost got lost looking at the pretty girls but the day ended without a casualty. The party declared the plant a very interesting "40 acres."

Twenty Years of Service



W. J. Monahan

"Bill" Monahan has finished his apprenticeship and is now a bona fide member of the Real Old Timers Club for, on February 12, 1932, he completed his twentieth year with the Los Angeles Railway.

William J. Monahan was born in Scotlandshire, Scotland. He came to Danville, Illinois, in 1881 and worked there as a blacksmith. His next move was to San Antonio, Texas, as a bridge carpenter. Saw and hammer appealed to him more than anvil and bellows, so when he came to the Los Angeles Railway in February, 1912, it was as a carpenter at Division Two. In March, 1930, he was transferred to the Sixteenth Street Garage where he is now and where he says he hopes to stay for many more years.

George Riggs received a call to remove a truck stalled in the mud on the car tracks. He tied it to a street car. The motorman refused to budge. George threw out the upper half of his chest. The traffic went on its way.

Claudino admits that he is the best man on the second and third shifts, and most of the first.

Mrs. Dema Anderson and Mrs. Dorothy Rankin of the office were grateful recipients of comic valentines.

McInally says that patch on his cheek is where a wrench hit him.

Miss Emerson says she checks orders and requisitions all day for "spiders," "worms," and "butterflies." Now someone wants a couple of "dogs" and lately there has been enough "bull" around to start a menagerie.

Mr. and Mrs. Rowbottom spent the holiday visiting their daughter at Paso Robles. He reported a beautiful trip going but had to cut a hole in the fog to get back.

J. Savage tried to convince G. Riggs over the phone that he is a mechanic. Jack says they overdid it when they rocked George in the cradle.

E. R. Sullivan has been off ten days with a severe cold.

That huge roll of wire was bought by E. Hansen to keep the little Russian girls away.

P. Marsh slipped and fell against a steel pillar, knocking himself out and damaging his head. A remark has been overheard that if it had been some of the other members of the Store Room, the pillar would have been damaged.

Ray Anderson and Tom Juris bought a lottery ticket together and it won, paying them \$50.00 each. Someone said Ray was too Scotch to buy the ticket all by himself.



H. K. CONACHER

DIVISION ONE

Cy Heywood, Foreman, and family spent an enjoyable Sunday last month in La Brea Canyon where they encountered from ten to twelve inches of snow on the level.

DIVISION TWO

Geo. Lendy, through the courtesy of the Police Department, has learned why those red signals are placed at most busy street intersections.

Jack Knight and family have moved again, but they are still within walking distance of the Car House. You are just about one jump ahead of Scudder now, Jack.

S. T. Brown and wife spent a recent Sunday tobogganing at the L. A. County Playground.

J. E. Griffith has just completed overhauling the old "Chevy" in preparation for the fast approaching vacation period.

A. W. Barlow has been transferred to Division Two, replacing E. W. Sayre, who has been transferred to Department Six.

More evidence of the approaching springtime, A. Edmunds has purchased a new set of tires for his "cacklehack."

Mr. and Mrs. Paul W. Brown celebrated their tenth wedding anniversary on February the twentieth by entertaining a number of friends. Congratulations, Paul.

DIVISION THREE

After several weeks off with a broken toe, Tom Hubbard has again returned to work.

The sales of can openers will now probably take a drop, the wife and son of Harry Wescombe have returned from an extended trip to Canada.

Wm. Wickwar, First Groupman, has returned to work after being off on sick leave for several months. Glad to see you back, Bill.

The old saying is that where there is life there is hope, but, we would suggest that Walter Alport shave his upper lip; there is no hope.

DIVISION FOUR

After a short honeymoon spent at White Oak Lodge, Tom Watts is again back on the job.

Geo. McCay, Carpenter, is at present off on sick leave, we all wish George a speedy recovery.

The Mechanical Department wish to extend their sympathy to Mr. and Mrs. J. B. Ross on the passing away of Mrs. Ross's mother.

DIVISION FIVE

Geo. Macqualters, Assistant Foreman, is at present recuperating from a recent operation in the California Lutheran Hospital.

Z. Eastin is again back on the job after having suffered from an attack of the "flu."

O. Dewberry has traded in his old Essex on a Ford sedan, and we understand that even though the Ford would not run, Olie got the best of the deal.

A. Bunn has got the Cosgrove habit, but if he can't do any better than Tom, he had better shave it off.



H. I. SCHAUBERT

The sympathy of the Track Department is extended to Sam Mouser, whose wife recently passed away.

Foreman Medina has returned to work, following a light attack of pneumonia.

"Spider" Will is back on the job again, after recovering from a broken leg.

Ernie Blackwell's wife is showing steady improvement. She recently underwent a major operation.

"Babe" Gravino spent several days at home last month, after losing a decision to "Old Man Flu."

Pierce Stanton is relieving Leonard Schmidt as Yard Watchman. Leonard is nursing a severe case of rheumatism.

Lawrence Harvel is the new watchman who takes Stanton's place as watchman on Pat Jink's gang.

Pat Connolly is another unfortunate to receive a jolt of influenza.

After standing around for two or three days hoping for relief from a choice crop of carbuncles that he could not treat himself, Axel Weberg finally went to a doctor.

Jack Baldwin says he would rather be strong and healthy, like Clyde Marsh and Ernie Blackwell, than to be a Dentyne advertisement, so he had 'em pulled. He already shows favorable comparison to Ernie in that he has developed a rubber face, and the cutest little lisp.

Jimmy O'Connor is apparently the only healthy person in the Track Department. He recently donated a quantity of blood in a transfusion operation.

Johnny Teagarden, of the Store Department, recently refused to honor a requisition presented by Charlie Kincaid. Ask Charlie about it!

Rather than have anyone confuse this column with that of Walter Winchell, Watchman Robinson will verify the report that about four months ago he became a proud papa. And Bill Lane, of the Line Department, can't deny that for some time he has been answering, when called Grandpa!