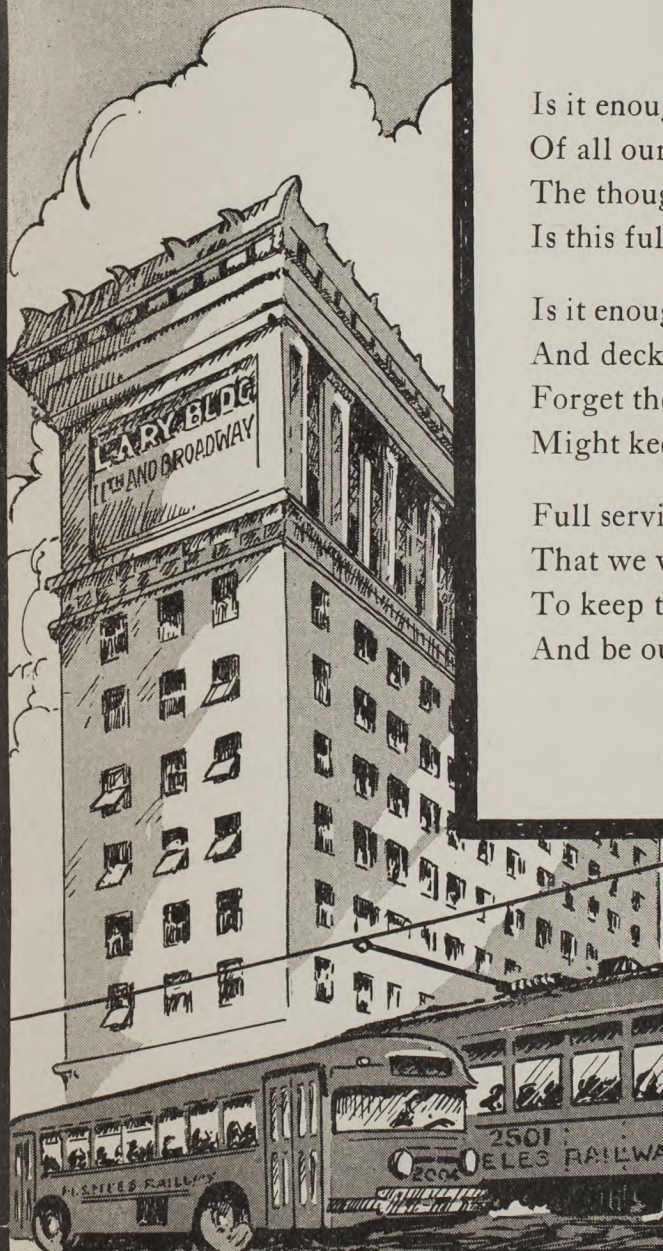


TWO BELLS



Memorial Day

Is it enough to think today
Of all our brave, then put away
The thought until a year has sped?
Is this full honor for our dead?

Is it enough to sing a song
And deck a grave, and all year long
Forget the brave who died that we
Might keep our great land proud and free?

Full service needs a greater toll—
That we who live give heart and soul
To keep the land they died to save,
And be ourselves, in turn, the brave.

—Annette Wynne.

EDITORIAL

Los Angeles, Calif.,

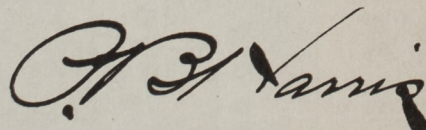
April 22, 1932.

GENERAL MANAGER'S BULLETIN NO. 1

To all Officers, Department Heads and Employees
of the Los Angeles Railway Corporation:

As your General Manager I desire to express my confidence and pride in our entire organization and to assure you of my determination to carry on in the spirit of our departed chief and beloved friend, President George J. Kuhrts.

I am conscious of the confidence and responsibility placed in me and I know that we shall succeed in our common task because of the spirit of loyal service our officers and employees have always evidenced in our Railway, our patrons and the communities we serve.



General Manager.



Published Monthly by and for Employees of the Los Angeles Railway

Volume Thirteen

May, Nineteen Thirty-two

Number Five

JANET C. McNEILL

Publicity Manager and Editor

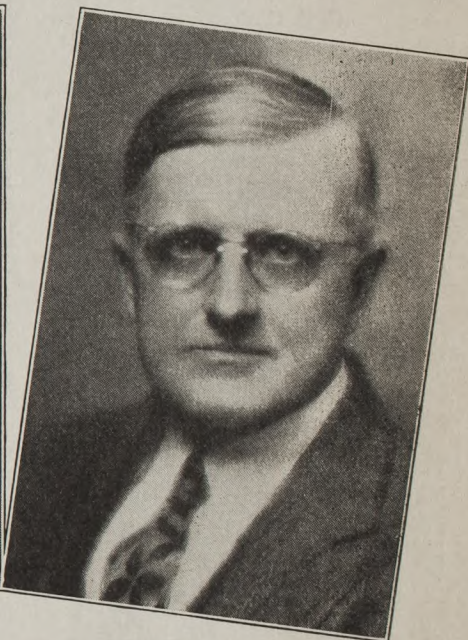
Newly Elected Officers of Our Company



RICHARD SACHSE



S. M. HASKINS



P. B. HARRIS

Our new President, S. M. Haskins, is senior member of the law firm of Gibson, Dunn and Crutcher and has been attorney for the Huntington interests for thirty years.

Although Mr. Haskins was born in Utah, he received his education in California and is a graduate of the University of California. He was admitted to the California bar in 1895.

Ever since Mr. Haskins' association with the firm of Gibson, Dunn and Crutcher in 1903, he has been closely identified with all of the activities of the Los Angeles Railway Corporation and the various Huntington enterprises. He personally had charge of the legal work of all extensions of the Railway, the obtaining of franchises, etc. He became a member of the Board of Directors of the Los Angeles Railway about a year ago.

It seems particularly fitting after this long experience and close asso-

ciation with the details of the Railway's business, that Mr. Haskins should now become its President.

Mr. Haskins will continue his law practice.

Our newly appointed General Manager, P. B. Harris, is well known to the personnel of the Railway.

Mr. Harris was born in the Middle West and received his engineering education at the University of Illinois and the University of California.

His first job in California was with the Pacific Electric. He next was Resident Engineer for the Southern California Edison Company. Then he came to the Los Angeles Railway as Assistant Engineer.

In 1906 Mr. Harris had charge of engineering work for San Bernardino Traction Company and Los Angeles & Redondo Railway, properties of Mr. Huntington. In 1910 he was back with

the Los Angeles Railway as Engineer of Way and Structures.

During the World War Mr. Harris served in France as Captain with the Twenty-second Engineers. Upon his return after the war, he was made Chief Engineer of the Railway and in 1928 was given the title of Manager of Engineering.

Mr. Harris is a member of the American Society of Civil Engineers, American Society of Mechanical Engineers and the Society of Automotive Engineers.

Richard Sachse who is now Vice President and Consulting Engineer of our Company is not new in the ranks of the Los Angeles Railway. He has been consulting engineer of this Company since 1923 with his offices on the tenth floor of our main building.

Mr. Sachse is widely known as an engineer and as a transportation ex-

pert. Before his connection with this Company, he was for nine years Chief Engineer of the California Railroad Commission. Prior to that he served in various engineering capacities with the Southern Pacific and Western Pacific Railroads, the United States Reclamation Service, the United States Steel Corporation, Western Electric Company; also in Europe on hydro-electric and harbor development.

The plan for the Union Terminal station in Los Angeles was originated by Mr. Sachse while Chief Engineer for the Railroad Commission and is known as the "Sachse plan."

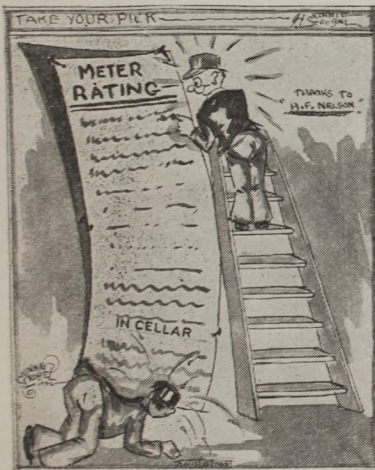
Mr. Sachse is the author of numerous articles and reports on various public utility engineering subjects.

Who Wants A Cellar?

By J. C. COLLINS

Supt. Meter-Mileage Department

It has been suggested that we make a cellar under the place where meter ratings are posted so that the men who are in that position will have less difficulty in finding their names.



Today cellars, or men in the cellar position, are expensive. The suggestion was turned down for it was believed that the better way would be for the man in the cellar position to get busy and climb out of it.

The man who is over ten points below the number that divides the black from the red is in the cellar and he does not need to be there. We have extra men who can take the run of any regular man whose rating is over ten points down in the red and they will bring the run up to within ten points of the dividing line and, in many cases, put it above the line in the black.

Different type cars or controllers, especially the four motor cars, may bother a man but with the practice



C. A. HENDERSON

Completing thirty-seven years of service with the Los Angeles Railway, C. A. Henderson, Secretary and Treasurer, received the congratulations of his many friends on April 15th.

"When I came to the Railway in 1895," Mr. Henderson observed, "we only had about 53 miles of street car track, while our present trackage approximates 406 miles. Los Angeles," he continued, "was then a small town of only 76,435 persons, covering 30.62

square miles of territory, but due in large part to the community-building program of Mr. Huntington and our transportation system, the city now covers an area of 450.51 square miles, and the last federal census showed a population of 1,238,048.

"I expect to be even more proud of the part our Railway plays during the next thirty-seven years, in the continued building of the greatest metropolitan center in the West."

he gets this should last but a few days.

Many regular men have asked how this or that man uses so much power when the runs are about the same. They really do not use it; they waste it, either in feeding controller, handling the air, or in their failure to read conditions far enough ahead so as to adjust speed to take advantage of them.

Some of these low men feed the first points too fast and the last ones not fast enough. Others follow the car ahead too fast and too close when there is no need to do so. There are those also who seem short-sighted or are unable to read the traffic signals or street conditions far enough ahead.

There are men who make forty to fifty unnecessary stops every day because they arrive at a condition too soon. This alone is good for twenty points on a man's record. Nearly every man over ten points down in red does not apply or release his air properly.

Therefore, once again, if there is any motorman who does not understand how to handle the particular car he is operating, or who has not received instruction in correct operation from the Division Instructor, notify your Division Superintendent and he will be only too glad to assist you out of the cellar position up into the living room.

Receives tokens of friendship and goodwill on anniversary of long service

Bulletin No. 2

April 26, 1932.

To Heads of Departments:

The title of Mr. H. E. Jordan has been changed from Superintendent of Car Equipment to Superintendent of Equipment.

Mr. C. B. Lindsey, Superintendent of Automotive Equipment, will report directly to Mr. Jordan instead of to Manager of Engineering as formerly.

P. B. HARRIS

General Manager

Switch Towers Gone

The old switch towers at Eleventh and Main Streets and at the Plaza are being torn down. They were replaced with electric switches some little time ago and have been out of use. Two of these old towers are still being operated, one at Ninth and Spring and one at Second and Spring.

Problems of Medical Plan

By R. A. PIERSON,
Supt. of Personnel

I desire to express my appreciation for the wonderful cooperation the Personnel Department has received from all members of the Employees' Benefit Fund Plans in the past, and I feel sure this will continue in the future.

My object in writing this article is to advise the members of the Plans of some of the problems we are confronted with from day to day. In checking over a number of the medical records and also in discussing a number of cases with the employes, I am convinced that a great many are not familiar with just what the Medical Plan provides and what they are entitled to. While we are very anxious that each member of the Plan be given the very best medical attention, there are certain limitations which we must follow in the future more closely than has been done in the past.

The Plan provides for medical service for twenty-six weeks for any one disability or its complications. This has not been adhered to as it should have been, but in the future, we will be compelled to follow the plan as outlined, except in extreme emergencies.

You will note in the Medical Plan as outlined in the pamphlet which was given out in March, 1930, that diseases not common to both sexes are not included in the Medical Plan, and in fairness to all members, it will be necessary to adhere to the rule as outlined in this pamphlet, as I am sure that no one would want us to show any discrimination.

Quite often we will receive requests from the doctors for X-rays and extraction of teeth, and in some cases, the employe himself will come direct to this office asking that he be given an order for the extraction of teeth. If you will turn to the last page of your pamphlet you will note the only dental service is the examination and cleaning of the teeth once a year. I hardly feel that any of our employes are responsible for these requests, but evidently the doctors are laboring under the wrong impression as to just what the Plan calls for and when they feel that something should be done, have no hesitancy in making these requests.

I have just recently sent a letter to each doctor on our panel advising him that requests of this kind could not be O.K'd, neither could we pay for treatment of our employes for diseases not common to both sexes, and that they must notify the employe at the time he presented himself for treatment for a condition of this kind that medical service rendered would

have to be taken care of by himself.

I appreciate that a great many of our employes feel that the dollar a month they pay should take care of any condition regardless of what it might be. However, this is not the case, and the fact remains that the Los Angeles Railway Corporation paid out more money for medical service in the past two years than the employes paid into the Plan, and while we made a decided improvement in 1931 over 1930, the cost is still almost prohibitive. If we expect to keep this Plan intact, it will be necessary for each member to cooperate and reduce our medical expense very materially.

Engineering News

The Way and Structures Department has been busy in several sections of the city. The relocation job on Marmion Way is completed, as is the work of renewing the special work at Jefferson and Main.

* * *

Our tracks have been relaid on Third Street from Figueroa to Columbia, and the track portion is being paved to conform to the new boulevard.

* * *

The Electrical Engineering Department worked out a plan with the city for combined use of the electroliers along the new Third Street and our trolley wires have been connected to the ornamental lighting posts.

* * *

The University Substation is getting a good going over in preparation for the heavy duty which will be required of it to give good service during the coming Olympic games.

Ivan Belman Wins Athletic Honors

Motorman B. G. Belman of Division Three can be excused these days for holding his head up in the air and also wearing a satisfied smile. At the inter-collegiate track meet held Saturday, April 23rd, at Occidental College field, his son, Ivan, took first honors in the 100-yard dash and second place in the 220 sprint. The proud father was kept quite busy in the assembly room showing his fellow workers the gold and silver trophies and also the coveted golden track shoe which is symbolic of the young man's prowess as an athlete.

Is Your Number Written Here

Suggestions on blanks bearing the following numbers have been passed by the Committee of Awards, and a cash award has been made in each case.

If you have not turned in your stub, please do so immediately. Each stub corresponding in number to those on this list should have written on it the name, position and station of the winner.

219	118156	219001	225065
271	121835	219448	225075
2104	122639	219865	225163
2132	124718	219964	226258
2291-F	218072	220037	226263
2292-F	218075	224506	226297
109568	218078	224989	242657
112507	218505	225014	243232
112851	218928	225057	243435
113004	218969	225062	243461

Veterans Club

On Saturday, April 30th, the Club held a dance and entertained the largest crowd that has attended any of the delightful affairs given by the Veterans.

Another dance will be given on Saturday, May 21st, at 246 South Hill Street and it is suggested by those in the know that tickets should be secured early as the supply is limited. Tickets for the previous dance were early exhausted.

There will be twenty prizes for twenty lucky people, the same as last time. All the wives and sweethearts are advised to see that HE gets tickets to the dance. Non-members are welcome.

Comrades who failed to attend the meeting of April 13th of the Los Angeles Railway Veterans Club, at Patriotic Hall, missed a real enjoyable evening.

The meeting was opened by Past Commander Culver. A short, snappy talk was given by Commander J. C. Collins, followed by the introduction of the new officers and an impressive initiation ceremony by Post No. 10, Canadian Legion. Thirty new members joined the ranks of this fast growing organization. A very interesting moving picture showing scenes on a round the world trip was shown through the courtesy of W. McIlroy, General Agent of the Canadian Pacific Railway.

At a late hour all hands adjourned to the banquet room where Vice Commander and Mrs. Leasman had much good eats ready, so much in fact, that two large boxes were filled and sent to the Midnight Mission,



The happy throng that met at Brookside Park, Pasadena, Sunday, April 24th, for the Main Office picnic.

What-A-Day!

Sunday, April 24th, proved considerably more than just another Sunday, for on that day the Main Office held its picnic and games at Brookside Park. There were about two hundred people present.

The day was started with a ball game between the Auditing Department and the Challengers. "Play ball" being called by the umpire at exactly 10 o'clock. The game was a very closely contested one, with the Auditing Department champs finally proving their superiority by coming out on the right end of a 7 to 5 score. The superb pitching of both teams' moundmen being the highlights of the game.

After the men had attempted to show the multitude how the game should be played, the ladies deliberately proceeded to play a la Babe Ruth. The Mascots took the field against the Muscats. We have never witnessed a game more full of snappy plays; plenty of zip and pep was displayed throughout the entire game. It was deemed necessary to take time out quite frequently to permit our jovial friend Harry Tuttle to get his bearings and breath.

It actually was a much better game than the score would indicate; the final result being 26 to 15 in favor of the Mascots. Our j. f. continually called both teams the Messkits. Oh, well! Business is business.

After the ladies' game, everyone rushed to the nearest exit leading to the tables, to partake of what actually

brought the majority of them to Brookside.

Immediately upon satisfying all appetites we heard such cries as "Watch the Birdie!" "Action!" "Camera!" etc. The photographer was ready, but the subjects were not, and it proved quite a task to assemble the large gathering. After the camera, the chairman of the committee immediately set off the real fireworks, which were the athletic events. To be exact, twelve in number. The order of events, winners and prizes, were:

Potato race, girls under 15, Charlotte Wheelock, necklace; dash, boys under 15, Bobby Miller, baseball bat; thread needle, man and woman, Betty Goss, scarf, and Walter Whiteside, ash tray; dash, men, Clyde Fly, baseball; leap frog, boy and girl under 15, Edna Shelford, four handkerchiefs, and Bobby Freestone, beach ball; broad jump, Clyde Fly, ash tray; dash, ladies, Afton Neilsen, Olympic pin; shuttle race, father and son, H. M. Miller, cigarette box, and Bobby Miller, Olympic pin; 3 legged race, ladies, Pearl Gorsline, Chinese table scarf, and Margaret Gorsline, lunch cloth and napkins; wheelbarrow race, Clyde Fly and Earl Cummings, candy; sack race, Jerry Olshane, radio lamp; potato race, ladies, Emma Blossil, silver dish.

After the last athletic event, it was decided to call it a day and WHAT a day!

The committee that arranged this enjoyable event is to be congratulated. The members of the committee were: Jess Yarbrough, Chairman; Irma Watkins, Guy Wheelock, Marguerite Matheny and Bill Payne.

Pintoppler Blues

The Los Angeles Railway Bowling team, consisting of Captain D. Rishel, R. Hinze, L. Chiaro, G. Oliver and G. Riggs, in the Wednesday Night Bowling League, is well under way with five more games to be played in the series.

Following are results of the April games:

April 6th—	Points
Sip'n Bite Cafe	3
L. A. Ry.	1
April 13th—	
Coco Cola	3
L. A. Ry.	1
April 20th—	
Weber Bread	2
L. A. Ry.	2
April 27th—	
Broadway Juniors	3
L. A. Ry.	1

Standing of the various teams after the games of April 27th is as follows:

	Points
Goodyear	21
Broadway Juniors	21
Sip'n Bite Cafe	20
Coco Cola	18
Weber Bread	18
L. A. Ry.	17
Chevrolet Motors	16
Johnson Cake	13

Doyle rolled the high game of the month with a score of 223, and Hinze sings the low down blues to the tune of 101. Both of these games were rolled on the night of April 13th.

Four Pinochle Topper With Two Close Second

Last minute bulletin: Division Three won two games out of three from Division Four on May 4th.

The pinochle tourney has shown some remarkable ups and downs. The last news received before going to press is of the May 2nd games. Division One lost three games to Coach Division, thereby tumbling from second place and enabling Coach to climb out of the cellar.

Bulletins showing standing of Divisions will be sent to each Division Superintendent from the Publicity Department after each series of games from now on. Watch the bulletins! It won't be long now until the new Traveling Pinochle Trophy will find a home for at least a year.

Starting in where last Two Bells left off, we will print the bulletins of the games in succession and where no bulletins about the games came in, we will give the results of each series of games.

Division Two were hosts to Division Five April 6th, and did not treat their visitors a bit nice, taking two out of three games. Kelley and Billips played for Division Two and Tetreault and Maupin represented Division Five. Division Two lost the first game just to make the boys feel at home, and then got busy and took the second game without much trouble. The third and deciding game of the evening was very close right up to the finish when it became the bidder's game. Division Five bid way up and went set, that gave Division Two an opportunity to go out on the next hand played.

On April 8th, Coach visited Division Three and left two games with them, taking only one away.

Division Four was the scene of the games on April 11th. Division One team were the visitors and took the first game. Division Four took the second and third.

On April 13th, Division Two played at Five. Division Five were the winners two to one.

On April 15th, Three played at Coach. Division Three winners two to one.

April 18th, Five played at One. The home team winners three to nothing.

A. C. Davis and G. F. Goehler of the Motor Coach Division journeyed over to Division Two Wednesday, April 20th, where T. J. Kelley and W. D. Billips "poured it on 'em." The first game was very close up to the half-way mark, when Division Two pulled out in front and left the Motor Coach at a standstill. The second game Division Two started out fine, but the Coach boys caught up to them, passed them and won the game. The third



At the time this picture was taken, Division Four team was in the lead, but that cold and steely look on the faces of Division Two team meant business and they ruined a perfect evening for Division Four by running away with all three games. In order seated around the table: left to right, F. B. Slaughter, Division Two; M. Z. Taylor, Division Two, acting as checker; T. H. Speed, Division Four; T. J. Kelley, Division Two; C. W. Allen, Division Four, acting as checker; R. E. Carroll, Division Four. Standing, left to right, J. F. Biddle, J. H. Massey and L. T. Staten, all of Division Four.

and deciding game of the evening was pretty well one-sided, Division Two going out before the Motor Coach got started. The regular players played all three games.

April 22nd, Division One went visiting to Division Three where they won one game out of three.

April 25th, Division Two team, under the leadership of Clerk Slaughter, played the Division Four team and won all three games. This was the evening the photographer took the picture appearing in this issue.

There is a difference of opinion as to whether the picture man was a hoodoo or a lucky mascot.

April 27th, Division Three playing at Division Five lost all three games to their hosts.

April 29th, Division Four played at Coach, winning two out of three.

Here are the standings of the teams as Two Bells goes to press after the games of May 2nd have been played:

	Won	Lost	Pct.
Division Four	11	7	.611
Division Two	10	8	.556
Division Three	9	9	.500
Division One	10	11	.476
Motor Coach	10	11	.476
Division Five	7	11	.389

❖ ❖ ❖
 Does your wife get a chance
 to see this magazine?
 Take it home!
 ❖ ❖ ❖

News Item

More modern air compressor equipment has been installed at the various divisions.

Less Complaints for April

There were 8 complaints less in April than in March. Discourtesy and Passing Up Passengers each gained 3; Service complaints increased by 4; and Miscellaneous by 1.

Fare and Transfer Trouble decreased by 10; Starting Too Soon by 6; Carrying Passengers Past Stop 1; and Short Change 2. And again there are no black marks against Dangerous Operation.

Comparative figures for March and April are as follows:

Classification	Mar.	Apr.	
Discourtesy	16	19	3
Fare and transfer trouble	45	35	-10
Starting too soon	10	4	-6
Passing up passengers	3	6	3
Carrying passengers past stop	5	4	-1
Dangerous operation	0	0	0
Short change	12	10	-2
Service	2	6	4
Miscellaneous	24	25	1
Totals	117	109	-8

Commendations Slithering

Commendations received in April decreased to 35 from 49 in March.

The number of men commended at each Division in April was: Division One, 6; Division Two, 11; Division Three, 25; Division Four, 8; Division Five, 8.

Tale of Three Farmer Boys

If we would offer a prize to the one guessing the identity of these dear Lary children, it probably would go without a taker, unless the "children" themselves recognize the pictures.

'Tis said of them that they roamed the hills of Hacklebarney together, and performed well the tasks that fall to the lot of farmer boys. But always they were dreaming and planning to come West, to California, together and this dream finally came true.

The debonair lad of 16 summers is our genial Service Inspector, H. O. Taylor.

The scared looking little lad whose picture seems to be hanging on the wall, is none other than Instructor Oscar T. Elrod then age 9. At the age of 18 he escaped from the windswept plains of Kansas and turning his face towards the setting sun arrived in California weary, dusty and hatless, but undaunted as to spirit as becomes a predestined railway man.

The sober faced, judge-like boy of 12 on the right never would be recognized as Robert A. Pierson, present Superintendent of Personnel. The responsibility of having his "picture took" seems to rest heavily on him. Perhaps it is due to the fact that this was the first time he had ever faced a camera, or perhaps it was the guilty knowledge of a hole in the toe of his shoe, either would have a sobering effect.

The three men are first cousins.



BIRTHS

Lloyd H. Gebhart of the Tabulating Department is the proud father of a baby boy, born April 25th. The new arrival's name is Dean Lloyd.

* * *

Conductor Clarence Tucker, of Division One, is just a little happier than usual these days, and he has a right to be proud. A baby boy weighing nearly seven pounds arrived at his home on April 14th. The name of the young gentleman is Burgess David Tucker.

* * *

A seven pound baby girl arrived at the home of Mr. and Mrs. Thomas O'Connel, of the Winding Room, South Park Shops. Mother and daughter are doing fine.



Guess Who?

Students Tour Shops

On May 3rd, following a custom of Boys Week, Mr. Jordan, Superintendent of Equipment, piloted nineteen youths from various High Schools in the city on a tour of the shops.

The boys were interested listeners as Mr. Jordan traced the electric power from its source in the mountains over high voltage wires to substations and transformers of the company there to be stepped down to a voltage suitable to operate street cars.

He explained in detail the mechanical equipment of a street car and the application of electricity to its operation.

The party was accompanied through the shops by J. R. Brittain, Mechanical Engineer, W. T. Brown, General Foreman of Carhouses, and R. L. Guignard, Mechanical Inspector.

The boys were given the opportunity of seeing the practical demonstrations of various phases of the maintenance of the street car system.

Square and Compass

The Club members were the honored guests of Bethel No. 36, Order of Jobs Daughters, at their Temple, 41st Place and Figueroa Street, on Saturday night, April 23rd. A very wonderful program of entertainment was provided and sandwiches and coffee served in the banquet room immediately after.

* * *

Don't forget the chicken dinner on May 21st next, for the Club members only. A special bulletin will be sent each and every member advising the time and place.

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

Division	Loss of Courtesy		Loss of Safety	
	Motormen	Conductors	Motormen	Conductors
One	1	1	6	1
Two	0	1	13	1
Three	0	0	8	2
Four	0	2	10	0
Five	0	0	10	0
	1	4	47	4

Safety operators are listed as motormen.

Division Four Scores Again On Witnesses

Reaching a high mark of 7.19 in April, Division Four had the highest average witness per accident showing of any of the divisions since last July when the same Division averaged 7.38.

With the exception of the July figure of 7.38 the April, 1932, average of 7.19 has not been beaten since April, 1929, when Division Four totaled 7.20. In August, 1930, Division Four made the same average as for this last month, 7.19.

And then, just as if that was not enough to be proud of for the month, Division Three took the same kind of a flyer with a 6.50 average for April of this year. This is the highest average for Division Three since September, 1931, when they made a showing of 6.53, which figure had not previously been surpassed by them since September, 1929, when they scored 6.60. In August, 1931, Division Three also made the same average as for April, 6.50.

For April, Division Five dropped below their March average while Division Two picked up and Division One made a very slight gain.

In spite of the changes in averages the Divisions remain in exactly the same relative positions as for March.

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

March		April	
Div. 4	6.70	Div. 4	7.19
Div. 3	6.29	Div. 3	6.50
Div. 5	5.68	Div. 5	5.23
Div. 2	4.24	Div. 2	4.59
Div. 1	4.11	Div. 1	4.12

The total number of accidents for April was 914 which is the smallest number of accidents for any month since Two Bells began publishing this record in September, 1929. March, 1932, showed 979 accidents.

And just to keep up with the April record the total average witnesses per accident of all Divisions was 5.40 against 5.25 in March and this is the best total average since September, 1931, when the average was 5.51.

A Financial Tip

As long as the "repression" is on and everybody is scratching around to find a way to earn more money, or to save what is earned, which is just the same thing, a little article showing what it costs to drive an auto to and from work is not amiss.

Employees of our company are exceptionally fortunate in being furnished free transportation to and from work. This means so much saved, unless they are using an auto to take them to and from. Here is the official dope on the cost of auto transportation. You can use this as a basis, figure out the cost per mile and then multiply that by the number of miles you travel. You'll be surprised at the neat little sum you can save by using your pass; enough to pay the installments on something you and the wife have been wanting to buy, or it will make for the year a substantial contribution to the vacation expenses.

What does it cost to run a passenger automobile? The answer is complicated by a variety of conditions that differ widely. The latest authoritative information on this subject comes from the Engineering Experiment Station of Iowa State College. Because of the wide interest in this subject, especially at this time, we are giving some of the data contained in a recent bulletin of the College.

The data upon which the survey is made were secured mainly from automobile owners' reports furnished to the Iowa State College for this particular use.

Costs were computed separately for ten different classes of cars; the class being determined by the list weight of the car. These costs, it should be remembered, are averages of the costs of operation of an "average" automobile during its "average" life.

The individual is mainly interested in what it will cost him to operate his particular automobile during a single year. These costs, naturally, will vary with the type of car, the annual mileage, its age, and the locality in which it is operated. However, an estimate of operating costs can be prepared with a fair degree of accuracy, using the basic costs data developed in the Iowa Survey.

Below are the costs of operating the *composite automobile 5000 miles based on the Iowa survey.

Cost Items	5,000	
	Annual Cost, \$ Per Car	Cents Per Mile
1. Gasoline, 20c per gal.....	63.50	1.27
2. Oil, 25c per quart.....	12.50	0.25
3. Tires and tubes.....	21.50	0.43
4. Maintenance.....	61.00	1.22
5. Depreciation.....	81.50	1.63
6. License, Iowa rate.....	15.63	0.31
7. Garage, \$4 a month.....	48.00	0.96
8. Interest, 6 per cent.....	37.21	0.74
9. Insurance, Ames rate.....	22.70	0.46
Total cost.....	\$363.54	7.27

*Composite car: Retail price \$905.00; weight 2350 lbs.; 15.75 miles per gallon of gasoline; and 102 miles per quart of oil.

Since the cost of gasoline in Los Angeles is 16 cents per gallon instead of 20 cents in the table, item 1 should be \$50.80 for local purposes; item 6 no doubt includes taxes as well as license fee. License fee in California is \$3.00 and taxes are based on \$4.00 per hundred of valuation for year and type of car. Taking a car valued at \$100 the taxes would be \$4.00; this would bring the total annual cost for Los Angeles, based on the Iowa survey to \$342.21; an average of 6.8 cents per mile. If you use cheaper gas and have a lesser insurance rate, you can still work out a tidy savings by using your pass.

And It's True

A colored preacher had just concluded a sermon on "Salvation Am Free," and announced that a collection would be taken up for the benefit of the parson and his family. A member of the audience objected to the paradoxical nature of the proceedings and received this bit of negro logic in response:

"S'pose yo' was thirsty an' come to a river. Yo' could kneel right down an' drink yo' fill, couldn't yo'? An' it wouldn't cost yo' nothin'. Dat water would be free. But, s'posin' yo' was to hab dat water piped to yo' house, yo'd have to pay, wouldn't yo'? De salvation am free, but it's de habin' it piped to yo' dat yo' got to pay fo'."

Once and Now

I once had Money and a Friend,
On both I set great store,
I loaned my Money to my Friend,
And took his Note therefor.

I asked my Money of my Friend,
And naught but words I got,
I lost my Money and my Friend,
For sue him I would not.

If I had Money and a Friend,
As I had once before,
I'd keep my Money and a Friend,
And PLAY THE FOOL NO MORE.

—Anon.



LARY LAFFS

Author: "This is the plot of my story. A midnight scene. The two burglars creep stealthily towards the house. They scale a wall and force open a window of the house. As they enter the room, the clock strikes one."

Grace (breathlessly): "Which one?"

You can leave a will directing how to handle your money but not your reputation. The public will attend to that.

"What's the trouble, son?"
"Daddy, I picked up a bug, and one end of him wasn't insulated."

"Going my way?"

"Yeh."

"Kin I ride with you to my home?"

"How far away is your home?"

"Eight blocks."

"I'm parked farther than that."

"What's happened to that nice lodger you had, Mrs. Brown?"

"Oh, I just had to get rid of him. Do you know he told me he was a bachelor of arts, and I found out by chance he had a wife and family in another city."

"I've solved the mystery of what a hotel means when it advertises 'rooms \$1.00 and up.'"

"What is it?"

"I got one of the dollar rooms and was up all night."

Cop, on shore: "I'm going to arrest you when you come out of there."

Man in water: "Ha, ha; the joke's on you. I'm not coming out; I'm committing suicide."

The teacher asked the pupils to write compositions on the life of Abraham Lincoln; one of the essays was as follows:

"Abraham Lincoln was a great man. He was born in a log cabin which he helped his father to build."

Tamale—I can't afford an auto.
Carne—But I thought you had one.
Tamale—I have. That's how I discovered that I can't afford one.

Drs. H— are attending to their office patients in their office and these will be remodeled somewhat to make them more attractive and convenient.

Friend: "Whom does your little son look like?"

Happy father: "His eyes are mine, the nose is my wife's, and his voice, I think, he got from our auto'horn."



BOUQUETS

"Hearts like doors will ope with ease
To very, very little keys;
And don't forget that two are these:
'I thank you' and 'If you please!'"

Sixty-six men received letters of commendation during the last month and they were distributed among the divisions as follows: Division One, 8; Division Two, 11; Division Three, 28; Division Four, 6; Division Five, 12; Motor Coach Division, 1.

For (1) **Motorman D. W. Lantz** of Division Three from Ella M. Kennedy for special courtesies extended to her.

For (2) **Conductor A. G. Rex** of Division One from H. C. McMaster for lending him a token to get back to town with.

For (3) **Motorman W. A. Stebbins** of Division Three from J. M. Roling, Sr., for never passing up passengers, for smoothly operating his car, and for his unflinching courteous reply when asked a question.

For (4) **Conductor G. S. Case** of Division Five from J. Nicolais for the recovery and return to him of a valuable fountain pen which he dropped when hurrying on to the car.

For (5) **Conductor T. G. Cumberland** of Division Three from Frederick Webb who says that Mrs. Webb has been riding on this conductor's car for some months and has found him courteous at all times with a pleasant smile for all his passengers.

For (6) **Motorman K. G. Norris** of Division Five from Marie Borgelt for courteously lending her a quarter when she had left her purse on the car ahead of his.

For (7) **Conductor O. E. Smedley** of Division Three from Eugene Dilthey for lending him fare to return to his stop when he had fallen asleep and gone away past his street late at night.

For (8) **Motorman G. L. Beckstrom** of Division One from Bennie Piedicalzo for courtesies extended to him and to other passengers and for his smiling willingness to help anyone desiring information.

For (9) **Conductor W. W. Schmidt** of Division Two from Glades Campbell for paying passenger's fare.

Conductor Schmidt is also commended by Miss Clara May Gieman for courtesy, patience and thoughtfulness and for assistance to a blind man.

For (10) **Conductor A. Neilson** of Division Three from Louise M. Kitzmiller for kindness and courtesy to the patrons of his line.

For (11) **Conductor E. Cox** and (12) **Conductor I. Gasparro**, both of Division Three, from Mrs. M. P. Skau. Conductor Cox is commended for unflinching courtesy to all passengers and for giving assistance when it is needed. Conductor Gasparro thoughtfully loaned her his morning paper when she did not have time to purchase one.

For (13) **Conductor F. U. England**

of Division Four and (14) **Conductor H. D. Littlefield** of Division Five from Mrs. Mabel Hollingsworth for courtesies shown her and for information given willingly.

Conductor Littlefield is commended by Mrs. Roy E. Carpenter for kindness and courtesy, and for considerably giving information and assistance when needed.

For (15) **Motorman J. H. Miller** of Division Three from Mrs. W. H. Sutton for exceptional courtesy.

For (16) **Conductor L. K. Newton** of Division Three from Mrs. Helen Wilson for courteously assisting a blind man onto the car and to a seat and for watching to see that he got off at the street he desired and taking him safely to the sidewalk.

For (17) **Conductor Harry Sydenstricker** of Division Three from Mrs. Otto Fenske for helping passengers on and off the car, and for being considerate.

For (18) **Conductor C. C. Ditter** of Division Four from Miss E. Claussen for courteously and kindly assisting a blind man off the car, across the street to the sidewalk and starting him in the right direction.

For (19) **Operator L. D. C. Hiersemann** of the Motor Coach Division from J. R. Henderson for being courteous and considerate; for calling his streets and letting passengers know where to get off; and for careful and considerate operation of his coach.

For (20) **Conductor J. J. McFarlane** of Division Four from Mrs. C. R. Troth

for kindness and universal courtesy.

For (21) Conductor D. W. Ryan of Division Five from Mary K. Van Vleet for clearly calling all streets.

For (22) Conductor H. L. Lingo and (36) Motorman B. E. Johnson, (no picture), both of Division Three, from S. J. Schumacher for special courtesies.

Mrs. Otto Fenske has sent in letters commending: (23) Conductor V. E. R. Norquist and (37) Motorman H. A. Cowger, (no picture), both of Division Three, for holding their car for her; for (24) Conductor H. A. Beals of Division Three for giving directions and being accommodating; (25) Conductor F. S. Leon of Division Three for courteous assistance, attention to duty and for calling streets; (26) Conductor C. L. Thompson and (27) Conductor A. A. Bradley, both of Division Five, for extreme consideration; (28) Conductor D. D. Smith of Division Three for assistance and cheerfulness; (29) Motorman Martin Langager of Division Three for speed with safety; (30) Conductor H. Russell and (31) Conductor G. F. Ritter of Division Five for attention to duty, carefulness and assistance; (32) Motorman R. Gholson of Division Three for carefulness at crossings and speed with safety; (33) Motorman W. J. H. Hewett, Division Five, for holding his car for a sick passenger; (34) Conductor T. T. Leech of Division Five for assistance and consideration.

Trainmen for whom we have no pictures received bouquet letters during the past month as follows:

For (35) Conductor J. A. Bontty of Division Five from Mary K. Van Vleet for extreme courtesy to all passengers.

For (38) Conductor C. A. Rogers of Division Two for courteous assistance; for (39) Conductor W. Sproule of Division One for patience and consideration; for (40) Conductor E. L. Rhodes and (41) Conductor J. L. Patten, both of Division Three, for being very accommodating; for (42) Motorman E. J. Zumault of Division Five for extreme thoughtfulness and for holding his car for her; for (43) Conductor L. T. Smith of Division Three for thoughtfulness, assistance, attention to details and for cheerfulness; for (44) Conductor C. A. R. Jones of Division Three for assistance and careful directions; for (45) Conductor E. D. Coughenour of Division Four, (46) Conductor W. A. Fowler and (47) Conductor F. A. Geel, both of Division Two, for helpfulness, attention to duties, for giving assistance and for being considerate; (48) Motorman A. D. Kinsey of Division Three for carefulness; (49) Conductor N. E. Mackay of Division Three, (50) Conductor O. A. Reynolds of Division Two and (51) Conductor O. B. Timmons of Division

Three for helping passengers on and off their cars, attention to duties and cheerfulness. This last large bunch of posies came from Mrs. Otto Fenske.

For (52) Motorman H. F. Seward of Division Three from Mrs. G. L. Taylor for the kind and courteous way he handles his passengers, and for careful operation of his car.

For (53) Motorman L. Murray of Division Two from Julia F. Rowan of the library staff of the University of Southern California, for the quick and efficient manner in which he probably saved her from a serious accident.

For (54) Conductor W. G. Gerrie of Division One from Lillian Crossley for his honesty and for his kindly courtesy in seeing that her purse containing quite a sum of money was returned safely to her after she had left it on his car.

For (55) Conductor O. E. Wilson of Division Two from Sarah Johnson for courtesy in helping elderly people and for giving directions.

For (56) Motorman R. W. Bailey of Division Two from C. H. Edmonds for stopping his car to permit Mr. Edmonds to make connection from the Sunset coach line. The courtesy was greatly appreciated.

For (57) Conductor W. R. L. Crites of Division Two from Mrs. Otis Denney for universal courtesy and for his kindness to an old gentleman.

For (58) Conductor J. D. Robertson and (59) Motorman A. M. Jones, both of Division Two, from C. R. Hampton who wrote: "I make close connection at Vernon and Broadway with the Leonis car and this motorman never fails to slow down so that others as well as myself can catch his car; and the conductor is always ready to answer any and all questions put to him, and his cheerful 'good morning' is more than pleasing to my ears. They are both good salesmen, and that is just what they are doing, selling Lary service."

For (60) Conductor C. D. Sayers of Division Four from Ruth A. Pyeatt who said she "could not help but notice how courteously, pleasantly and patiently he answered questions and handled the public." Also that he kindly and tenderly helped a feeble, elderly woman on and off his car.

For (61) Conductor C. J. King of Division Four from Mrs. J. W. Jones for his patience and courtesy in refusing to accept a transfer that was overdue by several hours.

For (62) Motorman C. M. Howard of Division Three from Mrs. F. G. Cimmino for courteously giving her his chair and for greeting every one with a smile.

For (63) Conductor A. E. Fontaine, (64) Motorman J. O. Huffman, (65) Conductor L. M. Hills and (66) Motorman A. J. Stilo, all of Division One, from T. L. Roeder who wrote: "They

are courteous and polite, what I call good-natured with common horse sense and good judgment. With these men I feel at ease and really enjoy the ride."

Journey's End

Albert James Eaton, Motorman at Division Five, passed away suddenly on April 30th. Mr. Eaton was born in Binghamton, New York, and was first employed by this company from March 16, 1911, to June 3, 1918, as a motorman at Division Four. He left the service but was reemployed as a motorman at Division Five on October 16, 1919.

Mr. Eaton is survived by his wife and three children.

* * *

Friends and fellow workers mourned the death of Edwin Earnest Wing, Head Upholsterer of the Shops, who passed away April 16th after some seven months illness. Words cannot express the respect and friendship of his fellow workmen at the Shops. He was born in Detroit, Michigan, on May 26, 1862. He entered the service March 12, 1923. He was a member of Parthian Lodge No. 296, F. and A. M., Chatham, Ontario, Canada, and the L. A. Railway Square and Compass Club. Services were held at Will A. Reynolds Melrose Chapel. Interment was at Forest Lawn Cemetery.

Appreciations

Acknowledging with sincere thanks your flowers and kind expressions of sympathy in the death of my wife.

Otto B. Johnson

* * *

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

Mrs. A. J. Eaton

For Sale

'26 Nash roadster. \$50.00 cash. J. A. Allison, Motor Coach Division.

For Rent

Three and four room furnished houses. Very convenient to car line and to Division One. S. Edwards, 1009 So. Alma St.

For Trade

Cabin site lot at Baldwin Lake for a Chevrolet car—or what? R. E. Palmer, 3501 W. 67th St.

Learn to tell a story. A well told story is as welcome as a sunbeam in a sick room.

Are Yuh Listenin'?

The dictionary defines "news" as being something strange or new but when a certain thing is hoped for and strived for and eventually attained (Division One—Are you listening?) the accomplishment is news to those on the "outside" but to the aspirants it's the realization of a dream. (Thank you, Division One. We'd like to see you take a shot at this record.) On Sunday, April 10th, Division Four had no accidents. On Tuesday, April 26th, the Division Four men again finished the day without an accident. (And no witness reports were turned in.) Also, on twenty of the thirty days in April no Division Four trainmen missed out.

Two Bells apologizes for an error in last month's issue. We credited Division One with Conductor C. A. Jenks in publishing the picture of his children. Now we understand that Conductor Jenks is very proud of the fact that he works out of Division TWO. It was our mistake.

Olympiad Pins

Southern California's \$30,000 quota in the national \$350,000 fund to defray expenses of the American Olympic team is being raised through the sale of the only emblem of any kind which has the official sanction of the Tenth Olympiad Committee.

To assure participation of the American team in the games here in August, this section positively must raise its entire quota.

The pin sells for fifty cents and may be obtained at hundreds of places in Los Angeles County, including drug stores, sporting goods stores, all offices of the Automobile Club of Southern California, hotels and clubs. It is made in the form of a United States shield, with red and white stripes, and a blue field carrying five intertwining circles representing the original five Greek nations participating in the first Games. Around the shield is a gold border with the legend, "Los Angeles Xth Olympiad 1932."

Motorman Makes Good

Thirty-one years ago Guy A. Richardson twirled the controls of a Boston elevated street car—a motorman's cap the badge of his rank.

Recently he was elected president of the Chicago Surface Lines—the owners say it's the largest tram system in the world.

The position was vacated by the recent death of Henry A. Blair.



Division One

H. N. COLE

The first thing in order is an apology for this poor excuse of a column. The writer has been out of circulation for the past six weeks on account illness. That's his alibi. So, with apologies to Scribe H. I. Schauber, of Vernon Yard, we take refuge in his theory that "No news is good news," and let it go at that.

A little bird put us wise to this laughable little incident. Motorman J. N. Smith is a smoker, and he believes in alternating. Sometimes it is a cigarette, and again, when he feels unusually vigorous he will take a chance with his pipe. On this occasion, while waiting for time to go, he was getting a strong kick out of his pipe. Time sneaked up on him and in his rush to leave on time, he threw his pipe (the best of his collection of eight) out of the window, called for bells and away he went.



Here's a future Huckleberry Finn, red hair freckles 'n every thing, he's Throopie Pearce, age three, son of Motorman E. G. Pearce of Division One.

Conductor Joe Singer was seen smoking another one of those fifteen cent cigars, when some one shouted, "I can guess who gave it to you." Yes' his motorman, Smith, gives him one at least every two weeks as a token of his appreciation for helping to keep his name in black, on the meter chart.

With sixty days at his disposal, and an eight cylinder Hupmobile and trailer in his garage, Motorman E. G. Pearce took advantage of the opportunity and drove back to his home state, Missouri. Mrs. Pearce and the three children accompanied him.

Under the guidance of Scout Master Conductor R. W. Bower and Assistant Scout Master Conductor W. H. Dyson, Boy Scout Troup No. 45, sponsored by Foreman J. B. Lair, indulged in their first hike on Sunday the twenty-fourth. They drove to Mt. Lowe, and from there hiked up the mountain for seven miles.

Vacation time is here, and naturally back east trips are in order. Conductor R. W. Stevens is taking thirty-five days to visit relatives in Nebraska.

There is no place like home, so Motorman C. Culver expects to spend his vacation of twenty-eight days right here.

Motorman P. J. Kuchesky thinks there is no place like the home of his childhood, so he is taking sixty-five days off to visit relatives in Lovington, New Mexico.

After a lingering illness, Mr. George H. Mills, father of Motorman L. E. Mills of Division One, passed away about two weeks ago at his home on Lan Franco Street. Mr. Mills was a native of Nova Scotia, but had resided in Los Angeles since 1904.

Conductor John Merritt remains on sick report and also George Arnold. Both have been off duty for several weeks.

At this writing, Motorman L. Burnett is ill and in a hospital.



S. Joseph Singer, Jr., age seven. He is a transportation man like his daddy, Conductor S. J. Singer of Division One.

Conductor C. N. Reddick is reported as improving rapidly, but it will be quite a while before he will be able to resume his duties.

Conductor H. H. Wulf is back on the job after another siege in the hospital, and he is looking well.

Conductors D. A. Mitchell and Martin Sasalow are on the sick list.

Conductor C. F. Staggers is off duty on account of trouble with his knee. He was a victim of an accident several years ago and has never fully recovered.

Motorman I. J. Madsen is reported among those who are sick; also Operators R. F. Fehn and P. F. Reissen.



Division Two

H. F. NELSON

The baseball season is now open and J. E. "Tex" Bourland received his ANNUAL PASS from the "Angels" (The 'tis said he is a Hollywood booster.) Anyone who has not seen the pass, just step up and he will be glad to show it to you. The way he was decked out when he returned from a visit to the border, you would think summer was here also.

Conductor C. F. Foster is very much satisfied with the brand of automobile that the Auburn puts out, and has just purchased a new one, turning in the one he purchased last spring.

We are very glad to report that Conductor H. Yardley, who has been sick for nearly three months, is getting along fine, and on real nice days he manages to get out and take a stroll. Expects to be able to report for work within a few weeks.

Conductor W. E. Miller decided to "re-up" in the Navy, so turned in his outfit on the first of last month and started out for New London, Conn. He will be attached to the Submarine School located at that point.

Conductor R. J. Crothers, after reading the last issue of "Two Bells" decided he had lived out on 88th Street for quite a spell so on the 26th he moved in closer

to town. He is now living on 67th Street, close to the "M" Car Line.

T. Y. Dickey, our Superintendent, sold his Graham-Paige to Motorman J. P. Miller, and then bought a spiffy looking 1931 Hupmobile eight coupe. He gave it a thorough tryout a few Sundays ago by driving down to the ranch. He says that if you step down too hard on the throttle it might jump out from under you.



The Mystery Artist of Division Two

A lot of the boys at Division Two have been wondering who made the clever cartoons appearing from time to time at that Division. Well here he is: meet Ken Strobel, son of Motorman T. C. Strobel of Division Two. One of Ken's cartoons illustrates Mr. Collins' article in this issue of Two Bells.

Motorman S. H. Brown secured a leave of absence for sixty days, grabbed a plane for San Antonio, Texas, and there he is. Clerk Wear received a letter from him saying he was having a glorious time, had been across the line into Mexico, and was going to see quite a bit of that part of the continent while he has the chance.

We regretted very much to hear of the death of Conductor Bennie Germain's father, who passed away the 22nd after a lingering illness.

Conductor W. T. Gunn, one of our smallest men in platform service, polished up his Durant and started out for Alabama where he intends to take life easy for a couple of months.

Motorman R. B. Azbell left the same day and was going to drive along with Gunn as far as Lubbock, Texas, where he will remain until his seventy days are up.

Conductor A. P. Broyles resigned during the past month to take up another line of work, work on the cars being a bit too strenuous for his health. Here's wishing him the best of luck.

"Hard Luck Jim" is the name suggested for our Foreman J. A. Madigan, this month he happened to be driving into his garage with one of the rear doors of his car open, he didn't break the door completely off, but it was damaged quite a bit.

Motorman R. B. Davenport is again back to work after spending several weeks on sick list due to some bad burns he received.

Conductor S. J. Bacon has his Chevrolet all fixed up for a camping tour, seats cut for sleeping, radio, trunk large enough for enough grub to last all summer. Wouldn't be a bit surprised if he turned up missing one of these mornings, as he appears to have a bad case of

"itchy feet."

Conductor A. L. Bristol was one of the boys standing with his rod and reel in his hand, up near Bishop, when May 1st rolled around.

We have with us again, Motorman Hugh Best, who has returned to train service from the Traffic Department. Welcome home, H. S.

Motorman C. H. Coolman, who has been working an A. M. tripper for several months, on account of his health, has bid in a run on the "H" Line.

Motorman J. C. Deshler, who was married last fall, intends to take a short honeymoon in May, the newlyweds intend to drive up to the Hoover Dam and look things over.

Motorman D. E. Fletcher is off duty on account of a broken collar bone. He and Mrs. Fletcher were bound for the Shrine Auditorium and were in the act of crossing the street at Jefferson and Hoover when an auto drove against the signal and knocked Dave for a row. He was immediately taken to the Georgia Street Hospital where he was fixed up as good as new.

Conductor S. W. Hollis is again back to work after spending several weeks on the sick list.

Conductor G. L. Musselwhite is following B. V. Mathews around on the same car again. G. L. has been working the front end for several months.

Motorman R. F. Miller says he is glad to be back on the job again, and if he never sees the inside of a hospital again, it will be soon enough. R. F. has spent several weeks in the hospital in the past two years.

Conductor D. D. McClurg worked the Register Shift for several nights while H. Robertson, the regular man, was off on sick list.

Motorman T. C. Strobel worked two weeks in the office while Clerk C. F. Paine was on his vacation. Paine decided to move while he was resting up, and now is living out on New Hampshire, just off of 115th Street. Maybe he wants to be closer to the beach during the summer months.

Conductor R. M. Wilkins called up the office one night recently, all excited and out of breath. He discovered when he reached home that he was minus a purse containing sixty tokens, and was quite relieved when he found that Conductor H. A. Hennes had found the purse on the counter in the cash room and turned it in to the clerk.



Division Three

L. VOLNER

Along the first part of April, Conductor Harry Beals started the "coatless" season coming down to the barn minus his coat. It wasn't exactly frosty, but plenty cold. On the morning of the 21st a strong odor of moth balls filled the car and it was noticed Harry had his coat on again. He says he is going to wait until summer comes before he packs it away again.

Conductor G. C. Rowe and mother have gone back to their old home in Neosho, Missouri. Mr. Rowe has a sixty day vacation, and will spend most of it in and

around Neosho. He will be there during the strawberry season, which is quite an event in that locality, for they certainly do grow many, and of the best quality.

For the next several weeks Conductor D. E. McCarter and wife will be traveling in Oklahoma and Missouri visiting relatives and friends.

It is said that Conductor G. N. Ether-ton and Motorman S. C. Smith have just recently married. That is, each one has a wife. We could not locate the boys to get the particulars.

The number of "falling in car" accidents is increasing by leaps and bounds. In many cases this can be attributed to fast feeding when starting the car. Most of these accidents occurred with the same motormen, who seemed to be over-anxious in their desire to make a signal or to try and catch their leader. This practice is costly to the company and will no doubt mean the loss of his job to any motorman who indulges in this form of operation.



Conductor A. J. Harper of Division Three and his little daughter Georgia Gertrude, age eighteen months.

When preparing his car to start out one morning, in letting down a fender on one of the small cars, Motorman L. Rosa hurt his back and had to hurry into the office to get someone to get the car out on time. Mr. Rosa was back to work in a few days.

Manager Harry Tuttle of the Car Barn Cafe has added another star to his crown and has opened a shop in the business section of Los Angeles where he will cater to the inner man. On April 21st was the grand opening of Tuttle's Coffee Shop in the L. A. Railway Building, and it brought forth more visitors than had ever attended one of these events in times past. Reports say that Harry is duplicating his success, which followed him to Division Three, and those who work in the vicinity of Eleventh and Broadway now realize that they will be able to secure good food not only economically but served in a way satisfactory to all concerned.

Conductor O. G. Thompson has a sixty-acre homestead near Banning, where he spends some of his week-ends getting things in shape to make him a home on the ranch. When returning from one of his trips, he ran out of gas and had to walk ten miles to refill his tank.

Conductor E. E. Fogle and family, ac-

accompanied by some relatives who are visiting them from the East, will visit points in the northern part of the state for the next two weeks.

On his recent trip to the northern part of California Conductor J. C. Phillips says he was sorely tempted to break the law and bring back a couple of truck loads of steel-head trout which he saw in the streams around Santa Cruz.

Conductor C. R. Certain and wife, accompanied by relatives, paid a flying visit to the Grand Canyon recently.

After paying their regular semi-annual visit to Gilman Hot Springs Conductor C. E. Dunlop and wife have returned. Dunlop says he is once more full of "wim, wigor and witality."

As this was written, Conductor J. P. Flemming was preparing to enter the hospital, where he was to undergo an operation. We all wish him the best of luck and hope he will soon be back on the job, where his smiling face will be missed; and especially will he be missed on the "B" Line where he is so well liked that all his friends have a pet name for him, namely, "Stucco."

Conductor J. J. Olexo and wife have returned from a trip to New York, where they were called in the settlement of an estate. We understand Mrs. Olexo was left quite a nice sum. Their return trip was made by boat visiting Cuba, and on home via the Panama Canal.

Motorman A. C. Chumbley has returned from a several weeks trip to Palmdale and way points.

Conductor L. J. Lee has returned from a ten days trip to Mono County, California. Most of the time was spent taking baths at one of the resorts in that section.



Division Four

C. J. KNITTLE

A friend of mine who, incidentally, conducts a column in a thriving community newspaper recently wrote such a vivid account of a personal experience that, despite any reluctance I may entertain against stealing thunder, the following excerpts from the article are given with apologies to the writer, Freeman Lusk of the Boulevard Record:

There are two things against which I am most emphatically opposed, fighting and lawsuits. During the past month I have had both experiences. I won both yet, in the long run I am as much the loser as were either of my opponents. In the lawsuit I sued a man for a small amount of money which was justly due me. I got the money but the time lost and the antagonism incurred was not worth the small amount recovered. And about the fight, I would give anything if it had not happened. I beat up a man to whom I am under obligation but he insisted on insulting and antagonizing me beyond the point of human endurance. All that either of us got out of it was a bruised and marred countenance on his part and a broken hand on my part. Was it

worth it? Of course not! "Shooting off the mouth" on the spur of the moment is the cause of most disputes. This is nothing but thoughtlessness. Everyone admires a man with temper if he has learned to control it.

The test of a conductor's merit is his conduct during altercations over fares or transfers. The most tactful trainman may have to take some insults. The man or woman may be left in an angry mood. But the careful conductor never loses the respect of listening passengers. This is only one instance where a conductor's temper is challenged. Do you ever go home at night remorseful over harsh words uttered to an irate passenger? Do you oftentimes labor under the fear that a threat to report you will be carried out? Or do you hurry home enjoying the contentment from within that comes with a satisfied conscience?

Not Adohr-able but certainly adorable. The winsome little lass is Beverly Jean Cresto, six months old daughter of Conductor J. J. Cresto of Division Four.



Many professional athletes, especially in the baseball, football and boxing business, harbor a superstition that to have one's picture taken before a contest brings bad luck. There is, I believe, a more logical reason for the player's reluctance to be photoed before a game. To find one's picture glaring from a sport page after a battle is lost certainly adds no sugar to the bitterness of defeat. But let's talk pinochle. It seems the pre-game photography and the superstition of an unpleasant aftermath should be also applied to pinochle tournaments. This Division, for instance, held a rather healthy lead at the close of the fourth set of games. On April 25th the fifth set was about to start when the Two Bells photographer entered and snapped the picture. In the contest that followed the Division Four team lost the three games. This happened right here on the home grounds with the Division Two team opposing. Of course it was just an incident that happens in every well regulated card tournament. It can be truthfully said, the confidence of the Division Four trainmen for their team's success was not affected by this one defeat.

W. L. Greenwood, Motorman and Extra Clerk, and his buddy, Fred Marston, while driving in their flivver April 13th had the misfortune of colliding with another machine at Eighth and Crenshaw. Greenwood received a broken rib and slight chest injuries. Marston suffered a broken knee cap. The other machine, a Studebaker, turned over. The driver received a broken arm. We are glad to state, however, Greenwood is back to work already.

Line "P" was given a new Sunday schedule April 10th. Line "I" received an entirely new schedule effective April 17th. No runs were added or taken off.

Darline Lois Henry, versatile little daughter of Conductor W. F. Henry of Division Four, does a curiosity to Two Bells and its many readers. Her age? Seven.



Conductor R. M. Garner was granted forty days leave April 11th to drive to Texas where an aunt of Mrs. Garner's is very ill.

Conductor M. H. Grant was granted a thirty day leave April 20th to drive to Arizona for a rest.

A certain good day run on Line "P" was put up for bid April 18th on the conductors list. Apparently all the men with fair seniority figured that someone above them would bid on the run. The result was no one did and E. D. Coughenour, top extra man, received it.

Robbers entered the home of Conductor R. E. Davis, during his absence April 23rd and took his watch, four rolls of tokens, twenty dollars in cash and a suit of clothes.

The first fishing party of the season was organized by Conductor W. H. Snow and made the first out-to-sea trip on April 27th. Those in the party were Dusty Rhoades, H. S. Mink, R. A. Gwin, M. P. Knepper, W. E. McGuyre and Emil Kuhle. Lady Luck stayed ashore, however, and the fishermen returned with nothing but a few sick "tummies."

Motormen "Cholly" Allen and L. A. Starkey who were recently loaned to Division One for Birney service appear to be striking it lucky down there. Cholly has an indefinite hold-down on the Angeleno Heights Shuttle, day shift, and Starkey is holding down the night shift. Cholly, a report says, has also distinguished himself as a fire fighter. One day an Evergreen Shuttle operator missed out and Cholly was given the run. A few hours later, at one of the terminals, he might have been observed in a drug store enjoying the pause that refreshes. A woman rushed in and yelled, "Your car is on fire!" Cholly dashed out. Sure enough. Smoke rolling out of all the windows. Flames crawling up the end windows. Cholly scampered back again to the soda fountain, got a pail and water and in no time had the fire under control. A passenger had thoughtlessly thrown a burning match into some old newspapers behind the controller.

Conductor Billy Warren left for a ten day fishing trip to his cabin at Mono Lake in the High Sierras April 29.



Division Five

FRED MASON

April Fool Day was very quiet around here this year with only one little incident to report. That of Motorman Rufe Farmer reporting for his run at 3:45 A. M. instead of 5:11 A. M. Rufe said he wasn't fooled at all—he fooled us. Right.

Boys, watch Conductor R. I. Burton. It looks like it won't be long now. The first intimation we got of this was when he came to work recently he locked the front door and left his keys in same.

Conductor S. D. Luckhurst is just about through with his thirty day vacationing at Seattle, Washington, and is due back on May 8th.



This little girl wearing her daddy's cap and changer is **Louanna Skinnell**, age seven, daughter of Conductor **W. C. Skinnell** of Division Five.

Motorman H. E. Hutchison kicked off on his annual trip to see the folks back home in Marshall, Illinois, and will be gone for thirty days.

Conductor Fred Buxton was seen getting his fishing tackle ready for his seven day vacation and the first nice day we have we'll be seeing some fish. "Buck" always plays safe on these fishing trips of his. He always takes his wife and little "Buckie" along, so when he misses he has the Missus to fall back on. When they both miss, little "Buckie" is called upon and from what we've heard, it's little "Buckie" that brings home all the bacon.

Conductor A. N. Earle is another May vacationist and he'll be gone for six weeks visiting old friends and relatives in Aniwa, Wisconsin.

Conductor Tom Wiley starts out on May 15th for two months vacation and he will be spending most of his time in Wichita, Kansas.

For a vacation to "The Downs," Oregon, Motorman Bennie Butler will be off for thirty days. This is the first vacation Bennie has had for a long time and he just knows he's going to enjoy it.

Young "Dad" Fisher paid us a visit recently and expressed his regret at not being able to stay longer than he did and wished to be remembered to all the boys. We just know he missed seeing Conductor Roy Perry as he had that pinochle look in his eye, and, as he said, "Perry is my meat."

Conductor O. S. Briley is in receipt of a very nice letter from ex-motorman George Gearhart. George, as you no

doubt know, is in Aumsville, Oregon, where he has a twenty-three acre ranch. He sends his best wishes to all the boys and said that if any of you are around his neck of the woods during your summer vacations be sure to drop in and pay him a visit.



O. K. Shops

JACK BAILEY

As the vacations are not yet in full swing and scribe work is rather scarce we will have to continue to give some of our broadminded boys the old razzberry. O. K. Shops!

Electrician Howard Eimer has been pestering us with a sad story about a poor man for whom he is helping to sell honey. For a big shot like Eimer who knows all about Riverside Drive, oil and what has he, we are surprised that he should try to chisel in on a poor man who is trying to sell honey for a living.

Electrician Charles Matthes who has a reputation as being a very quiet and easy-going fellow, explains how he maintains such character. He has purchased for himself a new set of Funk and Wagnalls Encyclopedias. You boys suffering from domestic or automobile troubles and spots before the eyes should have a chat with our friend Charley.

L. Griffiths, Clerk of the Electrical Repairs Department, who underwent an operation, is now reported feeling fine and was able to leave the hospital Saturday, April 23rd.

We have it that Electrician Art Gerard is at the old moving game again. His temporary quarters are quoted as being in the family circle. Smart boy this Art Gerard.

Famous last words by Blacksmith N. Fabrigat, "So she took the twenty-five dollars and went south."

It is rumored that when our Truckman friend E. Kinion was on the farm he was known for miles around as the whistling goofus. But the boys at the Shops have cut off the whistling.

Truckman Ray Williams is the proud possessor of a new 1932 Chevrolet.

Switchman H. Lock was granted a few days leave of absence to entertain a cousin from Denver, whom he had not seen for twenty years. Save the empties, Howard.

"The Chevrolet is sure a fine car," says Trimmer Freddy Hunt. Freddy decided he could be making payments on a new car for what it was costing him for the upkeep of the old Ford.

Bob Wallace requested his vacation to include the Fourth of July but due to the late cold spell he is contemplating it to include Christmas.

Victor Lee is the leading man of the Store Department vacation list. Vic being an enthusiastic fisherman had it all planned how he was going to enjoy two weeks of fishing but as fate blew up a cold wind and put all the good old fishing barges on the rocks, Vic had to stay by the fire.

Carl Stoner, who has been on the sick list since January 29th, resumed his duties the first of the month.

Carpenter Erick Dalholm says, "Life

is just one boil umping out after another." Erick has to use a high table instead of a high chair.

R. E. Ellithorpe, who has been off for some weeks on the sick list, has returned a-la-disguise. The Smith Brothers have nothing on our Romeo.

It was just a case of misidentification when Store Clerk Bradfield told John Doe over the telephone what he thought about a certain delayed article. C. Hatch ought to be ashamed of himself for not answering the phone. Bradfield and Hatch both speak the same language but John Doe is a gentleman.

Speaking of telephone calls, we wonder if temporary insanity would cause Painter A. C. Goetz to tear up a phone number that was so courteously delivered to him through the office.



Motor Coach Division

J. H. McCORNACK

The first charter party of the season will be May 15th when twenty men will leave White Point in the live bait boat Kingfish with a fixed and determined idea of catching at least twenty-four barracuda, or more, to the man. If the fishing is not good along the coast they will go to Catalina. There will be a prize for catching the largest fish.

J. F. "Ikey" McCarron is taking a trip back to the old country to visit his father and mother. He will sail from New York May 28th directly to Londonderry, Ireland. Bon voyage.

L. N. Holmes is recovering from a successful appendicitis operation and will be back to work soon.

Si Slocum had to take a few days off on account of illness.

Wm. Etchison has been granted a thirty day leave of absence. He is going to Portland to visit his folks.

"Moon" Mullins says his name isn't "Moon".

Found, the meanest man in the Division. He feeds his operator unshelled peanuts.

F. E. Sherwood has a hard time teaching his partner what to lead in pinochle.

C. Brinkham wants the roof removed from over the rear platform on his coach so he can stand up straight.

Ask J. Stephens what he wants for his Ford.

G. H. Filer is nursing a stiff neck caused from being pushed off a high diving board.

Don't worry about that strange look on some of the boys' faces. They have been taking airplane rides with J. E. Hill.

Wedding Bells

B. Kirk of the L. A. Railway Motor Coach Division was married this month to Miss Clara Seddon of Los Angeles. The ceremony took place at Inglewood. Congratulations.

GARAGE

Buck Jones has built a boat. It is twenty-five feet long and of the air pusher type, being equipped with a Curtis motor and air propeller. It draws an inch and a half of water and is supposed to make knots. He is going to use

it to slip up on octopus in the Grand Canyon.

For the benefit of those who cannot read Russian, Percy Bozanko has an advertisement in his Russian paper seeking the business of lawn fertilizing.

The Machine Shop has made a reamer for W. Powell and put an arrow on it so he will know which way it should be turned. Walt's business has been very good this month. He has sold his Willys Knight and shotgun.

Dema Anderson thinks it is going to take a long time to teach the entire city that "Parkway" is not dialed "P. R."

Wesley Nolf and family drove to Lockwood Valley to look over his real estate holdings there and enjoy the wild flowers.

Leap Year is gradually depleting our stock of bachelors. Wally Weberg has signed on the dotted line with Miss Ruth Schiffner. It won't be long now.

M. P. Pearce and F. Hitchner have bought farms at Tweedy Acres.

Edward Morey has given up taking his lady friend horseback riding and gone in for canoeing at West Lake Park. The boat keeper pushed them out in the center and Morey started paddling but the canoe would only turn around and around. The girl friend told him to paddle on the other side and in changing over he threw some water in her face. She screamed and in the excitement Morey lost the paddle and had to be towed in.

The Specialists: Hester, Simmons and Smith. Fords repaired, any place, any time.

George Oliver will blow out your Up-Cyl-Oiler no matter how tight it is plugged, providing the vent is pointed toward him.

George Borngrebe surely dulls those needles.

Frank Ralphs had the misfortune of getting a piece of steel in his eye. It was successfully removed at the Methodist Hospital.

Someone wrote "free" on an oiler advertisement but M. Tucker has found out in some manner that they do not give them away.

Watchman Albright reports that he is cutting a new tooth.

Walt Powell brought in his projecting apparatus and treated us to a moving picture show. Magnolia Park was well received but the crowd clamored for Gravy Acres—a place where the population doubles yearly, including the pigs.

In the center of that crowd of girls at Del Rey Beach was Paul Wood out for a stroll in his bathing suit.

Official "shagger" Glen Rorer wants to know if it would be alright to wear roller skates.

Anyone desiring to learn the intricacies of love making see L. Hume.

The Third Shift has traded a prize fighter for a radio crooner.

The Vigilante Committee of the Second Shift headed by Captains Sterling and Bruner captured two auto thieves. They caught them red-handed, in the act of stripping a stolen car on which the license plates had been changed, and turned them over to the police.

Big closing out sale of Buick parts. See Jack Savage.



H. K. CONACHER

DIVISION ONE

The rabbit hunters of this Division are again on the warpath. A party consisting of E. F. Bond, B. S. James, H. Ogden and T. Lambert were headed for Lancaster, so as to be out amongst the sagebrush before daylight. They found that the game was very scarce so a lunch was suggested, but sad to relate the lunch had disappeared and the hunters' eyes were focused on the contented expression B. S. James was carrying around. On the return trip they all decided that in the future they would each carry their own lunch.

After several weeks off with a broken foot, G. L. King has returned to work.

J. L. Sherrill and wife spent a very enjoyable week-end on their ranch at Vista.

W. W. King is now sporting around in a new Ford coupe.



Dudley, age three, is a chip off the old block. See how much he looks like his daddy, George A. Smith, First Groupman, Division One Mechanical.

DIVISION TWO

To settle an argument as to which state grew the largest oranges, Gene Lane wrote to a fruit dealer in Florida and asked that a box of oranges be sent him and if they were O. K. he would send him a check. The fruit dealer wrote back and asked Gene to send on the check and if it was O. K. he would send the oranges.

L. Catello and family enjoyed a recent Sunday outing in Orange County Park.

J. W. Knight and family are now living in Hawthorne where the kiddies have lots of room to play and enjoy the out-of-doors.

A. Dorazio and family have purchased a new home at Eighty-third and Central and plan to move into it very soon.

We were all very sorry to hear of the death of J. H. Twyman, formerly a watchman at Divisions Two and Four.

DIVISION THREE

On a recent fishing trip, Harry Wescombe managed to pull a mighty fine pole and reel and he still claims that it wasn't luck. O. K. "Rosy."

Wm. Wickwar and S. Tucker are still off on sick leave, but hope to be back on the job again soon.

Fred Keller has just had the old Dodge re-tired, all set for another two years.

DIVISION FOUR

M. Jackson has traded in his old Velie and is now driving an Essex sedan.

H. Watts and wife spent last Sunday looking over various mountain streams. Henry says that it won't be long now. All right boy we will have the frying pans hot.

J. Inman and family spent last Sunday out in the vicinity of Palmdale. Evidently the old rabbit gun is out again.

DIVISION FIVE

No news.



H. I. SCHAUBERT

VERNON YARD

Sam Sommers has recovered from his recent operation, and has returned to work.

It is with regret that we learn that the C. F. Irvine who was murdered in Imperial Valley early in March, is none other than "Red" Irvine, who formerly worked for the company as Welding Foreman.

Recent regulations put in effect at Vernon Yard required the services of another watchman and Bob Barrett has been selected to fill the place. His place on the patching truck has been taken by Jack Gray.

Leonard Schmidt, who has been ill for some time, recently paid a visit to the Yard. He shows much improvement.

Wedding Bells

Even a "repression" can be welcomed by some people. So, after carefully comparing the present price of potatoes with Art's pay check, Miss Lucille Eleanor Gross became Mrs. Arthur Zillig.

E. E. Morris is the new watchman on Sperry's gang, replacing Lawrence Harvel, who has left the service of the company to go to Oregon.

The scythe of the Grim Reaper swings—causing not only the common sorrow we all share by the loss of our Chief, but also the deepest sympathy for Harry Snow and Ernie Blackwell on the deaths of their mothers. And to Otto Johnson, whose wife recently passed away.

Spider Wills is now home from the hospital, and claims to still be a darn good man for the shape he is in.

Jimmy O'Connor laid off on April 27th to welcome home his wife, who has been visiting relatives in England.

Watchman Robinson received quite a jolt the other night when he encountered a couple of prowlers in the Yard. Although the men would not stop to argue, Robinson had the last word as they dove under the fence on the way to their car in which they made an escape.