

# TWO BELLS

## THANKSGIVING

Seems to me, in all our frettin'  
Over all th' storms o' Fate,  
An' th' problems that confront us,—  
Seems to me 'twould just be great  
If we'd take our cares an' drop 'em,  
Fer a little, on th' ground,  
An' be really, truly thankful  
When Thanksgivin' comes around.

Times, o' course, ain't what they should be,  
But they've been a blame sight worse,  
An' there ain't no sense in ridin'  
On to progress in a hearse.  
Seems to me a lot less trouble  
In this country would be found,  
If we'd all be truly thankful  
When Thanksgiving comes around.

Fill yer stomach, then, with turkey,  
An' yer mind with gratitude,  
An' go on to meet th' future  
In a healthy, happy mood.  
Think o' all you love an' cherish  
Till yer heart begins to bound,  
An' be really, truly thankful  
When Thanksgiving comes around.

—Herbert Gay Sisson



## Armistice Day

*A song for the heroes gone on ahead  
To join the hosts of the marching dead;  
A song for the souls that could lightly fling  
Sweet life away as a little thing,  
For the sake of the mighty need of earth,  
The need of ages coming to birth.*

*All praise for the daring God who gave  
Heroic souls that could dare the grave,  
Praise for the power He laid on youth,  
To challenge disaster and die for truth.  
What greater gift can the high God give  
Than the power to die that the truth may live?*

—Edwin Markham.

## Winning Friends

**A** RENOWNED philosopher once said, "A man's wealth is not measured by the size of his bank account, but by the number of friends he has acquired."

You may travel the frozen country of the Eskimo, you may roam the sunny streets of Italy, visit the quaint villages of old China or tramp the savage haunts of the native African, and you will find that the meaning of one word is understood everywhere—the word "friend."

Nor does the value cease with the individual nor is it confined to the social sphere of life. The success of a business concern likewise may be measured by the number of friends or satisfied customers that it has gained.

## How Gossip Starts

**T**HIS STORY is told by a certain newspaper editor. "A merchant who occupied space next door to the Tribune asked me if he could borrow the doodad which we used to lick postage stamps for mailing and I told him he could have it. He passed my door a few minutes later when I was talking to a visitor and called in, 'I'll be over after your licker tomorrow morning'. My visitor told several of his friends what he had heard and the story got noised about that there was booze in the Tribune offices."

*If the little jobs are done well,  
there are no big jobs.*

*We always weaken what we ex-  
aggerate.*

*A mind wandering while at work  
might consistently be referred to as  
"floating power."*

*Even a needle, to be useful, must  
keep its eye open and a pin must  
have a head.*



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JANET C. McNEILL

Publicity Manager and Editor

## Proper Use of Brakes Saves Maintenance Cost

By WALTER C. BROWN

Asst. Superintendent of Car Equipment  
(Sixth Article of Series)

*(In presenting this article, the Editor wishes to again stress the fact that these articles are printed with the sole purpose of acquainting those operating cars and coaches with the problems of those who are responsible for the mechanical upkeep.—Editor.)*

If the question was asked you how many moving or wearing parts are actually affected each time the air is applied, regardless of whether you were a mechanic or trainman, you probably could not give the right answer. I could not unless I had made a careful check.

There are three hundred and nine (309) moving or wearing parts in connection with the air brake equipment that are actually affected each time the air is applied, which means that they are engaged twice; once by the application and once by the release of the brakes. The parts referred to consist of brake valves, emergency valve, feed valve, check valve, brake cylinder, brake lever and guides, pins, bushings and clevises. In addition to these, the brake shoe and wheel wear must also be considered.

During the year of 1931, we used 93,900 brake shoes costing approximately \$46,000; also 2,708 new car wheels costing approximately \$32,496 (this does not include labor for applying). There were 4,152 pairs of wheels ground at a labor cost of \$6,228. To this amount must be added the loss in wearing material, each time a wheel is ground, of about 12 per cent of the actual life of the wheel. This is equivalent to \$4,152 ground away from the full life of the wheel.

Most of the grinding of the wheels is made necessary by incorrect application of the brakes. While the

wheels are not a part of the brake rigging, the handling of the brakes plays an important part in the life of the wheels.

It cost over \$100,000 during the year 1931 for brake attachment repairs in the South Park Shops alone, not including the Divisions, and no mention being made of the strain, rack and wear on bodies and trucks caused by two sudden application of the brakes.

Now if, by careful handling of the brakes, this cost could be reduced one-third and our wheel and brake shoe maintenance in like proportion, there would be a money saving of approximately, \$63,000 a year.

Several years ago I was engaged in a discussion on car equipment and was asked why I put so much stress



Walter C. Brown

on brakes. My answer was, "You may have failures on your motive equipment and the worst thing that would happen would be service interruptions and delays. On the other hand, should the brakes fail and you were unable to stop the car in a pinch, the result might be a calamity with serious injury to life, limb and property." So we believe this subject is especially vital.

The air brakes have but one purpose to perform, that of bringing the car to a stop within a reasonable distance, both in service and emergency applications.

While the responsibility for the proper functioning of the brakes rests with the Mechanical Department, and we are willing to assume that responsibility (as we have a slogan "Elbow grease never soiled a shirt") we know that the handling of this equipment has a lot to do with its condition and maintenance cost.

We believe in giving you men who are on the operating end a few figures showing what it costs to maintain the parts of the equipment which you are handling daily, that this information coupled with the instructions you receive from your Instructors, will make it possible for you to greatly reduce the maintenance cost for 1933.

### Armistice Day

BULLETIN NO. 312

On Armistice Day, November 11, 1932, all employees who are members of the American Legion will be permitted to wear their American Legion caps when on duty. Also, those employes who so desire may wear their overseas caps and uniforms while on duty on this day.

R. B. HILL,  
Manager of Transportation.

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BULLETIN NO. 313

Friday, November 11, 1932, will be observed as Armistice Day. All cars must be brought to a full stop promptly at 11:00 A. M., and remain standing for a period of one minute.

R. B. HILL,  
Manager of Transportation.

## The Critic

By JOHN COLLINS

*Supt. Meter-Mileage Department*

When an ex-motorman rides on a street car he is likely to criticize the motorman's operation based on his own experience, which may or may not be sound. But when that ex-motorman's experience has been broadened by a far greater knowledge of equipment, gained from a much wider field of activity, the critic, then, may be classed as an expert capable of viewing the work from many angles and, as a rule, he is willing to share his experience with those who are seeking knowledge.

In the September issue of *Two Bells* an ex-motorman of wide experience (to whom I have gone many times for information) describes two rides he had taken on cars of Line "S."

One motorman shows that he moves and reasons in straight lines. He keeps his eyes and his mind on the main purpose and thereby transmutes his efforts into a cheerful promoting of the common good. This is correct operation.

The other motorman attracts attention to himself because people do not need much experience to know they are getting a rough ride, or to note the operator's total disregard for the feelings of others. A motorman of this type is self-serving and expensive for he keeps all departments following in his wake in an endeavor to repair the damage he is doing.

We know that no two individuals are alike. We know that no two trips are the same, and that you can not make one change without causing other things to change in relation to it. We are continually dealing with situations in which we do not have constant factors.

But from our experience we do know just so much and should be able to apply certain principles to our problems and in that way overcome some of the difficulties.

If a man has a poor meter record he is probably making a lot of poor moves at both his own and the company's expense. If he changes the moves the results will change.

The meter keeps rather a close record of a man's moves during the day's work. It penalizes him for incorrect operation and gives him full credit for correct operation.

The meter affords the motorman the means of bringing operation up to a science by putting in order the facts of experience. It also works in the reverse order, indicating that the indifferent worker should be in different work.

## A Passenger Per Mile

Labert St. Clair, Advertising Director of the American Electric Railway Association, says that if every platform man could get one more passenger per mile, the troubles of the street railways would soon be over.

We quote from Mr. St. Clair's article which appeared in a recent issue of the *AERA* magazine.

"One of the most striking schemes recently suggested by the London County Council Tramways Organization is that every platform man endeavor to add a passenger per mile to the existing traffic. It is pointed out by the general manager of the organization that such a result would mean about \$2,000,000 per year extra in the coffers of the tramway company. 'More passengers mean more cars and more employees,' he adds. More rides can be sold, he points out, by creating good will through regular running, speed, courtesy, etc."

Mr. St. Clair goes on to tell what selling is.

"Selling is finding someone who is not using the service or using it only occasionally, and going after him specifically for more business. It is knowing down to the last individual in your community who is a potential user of your service and going after him. It is reaching the motor car owner and convincing him that the use of public transportation would be advantageous to him. It is con-

vincing families that it would be to their advantage to buy some form of transportation in substantial quantities."

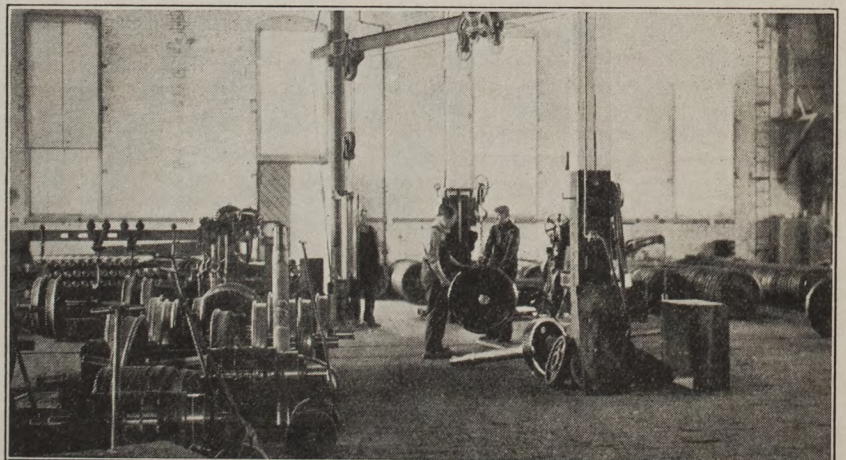
The employes of many of the steam roads in this country, including the roads which serve California, are putting on a campaign of selling the transportation of their companies, and they are succeeding in increasing the business of their roads.

Many electric railways are trying out the same idea and succeeding.

No doubt there are among your neighbors and friends many people who go some place and back every day and use their automobile for transportation. If these people could be sold on the idea of using street cars instead for these daily trips, and this number augmented by the efforts of every employe of this company, the revenues of the company would soon come back to somewhere near normal. This would mean stabilization of the jobs of those now employed and the re-employment of those furloughed for lack of work.

Even though economic conditions may show indications of improvement, it will be months before thousands of Los Angeles families will become again self-supporting. The Community Chest fund will be used in aiding them.

## The Wheel Hospital



Here is where the corners are taken off the street car wheels at South Park Shops so they will be round and run smooth. J. W. Devlin is shown in center of picture with his hands on a wheel. His job is running the boring mill to bore the wheels to exact size for press fit. John E. Neville, the man with the cap standing facing Mr. Devlin, runs the hydraulic press which presses the gears and wheels on the axles.

## Our General Storekeeper

Introducing "The Grand Old Man" of the Stores Department, Mr. J. B. Buchanan, General Storekeeper.

"Buck", as he is generally known by the rank and file, was born in Huston, Mississippi, and comes from blue-blooded, Southern aristocracy, of Scotch lineage, and is a distant relative of President Buchanan.

His early life was spent on the vast cotton plantations of his father at Huston. After completing his education, he took up salesmanship, specializing in book selling. At one time he was credited with selling more sets of the "Encyclopedia Britannica" than any other salesman in the United States of America.

On June 6, 1903, he arrived in Los Angeles, and after looking the town over for a few days, decided to settle down and become an "Angeleno." So on June 18th, he offered his services to, what is now, the Los Angeles Railway Corporation, and was appointed chief clerk to George Kuhrts who was then chief engineer. He remained in this capacity until August, 1907, when he was made clerk in charge of the material yard, then located at Sixteenth Street and Central Avenue, where all the track and line material was stored. After four years, or in 1911, this yard was moved to its present location in Vernon. Mr. Buchanan was placed in complete charge and reported directly to Mr. P. B. Harris, our present General Manager, who at that time was the engineer in charge of the Track and Line Departments. Things moved along rapidly, the road was growing in leaps and bounds, and thousands of car loads of material were received and dispensed without the slightest hitch or delay.

In the year 1919 he was relieved from his duties at Vernon and made General Storekeeper, which position he holds today, after being with the company for almost thirty (30) years.

As general storekeeper, he has supervision over the storing and dispensing of about 20,000 items, representing an investment of a "cold" half-million dollars. Approximately one-half of this material is centralized at South Park Stores, where he has his office.

Included in this material is everything used by the company from a paper of pins to street cars, motor coaches, rails, poles, trolley wire, etc.

The advent of the motor coaches added about 5,000 items in the last five years.



J. B. Buchanan

"Buck" enjoys the distinction of being the only man in existence who can talk politics with one hand, and roll and light a cigarette with the other.

## Four Noses Out Three For First Place

Division Four decided three months in succession was long enough for Division Three to have the glory of holding first place in the securing of witnesses so they recaptured the lead in October. They were the only Division to increase their average over that of September. Division Three went into a terrific tailspin and landed in second position again. Division Five lowered their average perceptibly and Division One dwindled, but rose above the cellar position.

Comparative averages for witnesses per accident for September and October are as follows:

September		October	
Div. 3.....	6.80	Div. 4.....	6.15
Div. 4.....	5.96	Div. 3.....	5.62
Div. 5.....	4.58	Div. 1.....	4.27
Div. 1.....	4.35	Div. 2.....	3.95

The number of accidents increased from 803 in September to 921 in October.

The total average witnesses per accident for all Divisions was 4.97 for October against 5.30 for September.

Business and civic leaders of Los Angeles realize that the time for mere "passive indorsement" of the Community Chest has passed, and are pitching in with real service to inspire the success of the present campaign.

## Students Visit Shops

On the afternoon of October 19th, fifty-five students from Polytechnic High School gave our shops the once over. These young men and women compose the Polytechnic Commerce Club and, as a part of their regular curriculum, visit shops and factories in order to get first hand knowledge. They were accompanied on the trip by the organizer of the Club, Mr. C. E. Locke, Faculty Adviser and Teacher of Commerce.

In the account of the trip in the Poly Optimist, the high school paper, the editor says in part:

When high school students ride on the street cars, they rarely realize the vast detail that lies behind the smooth operation of the car. To the Polytechnic Commerce Club members this is much clearer than it was, since they had the privilege of inspecting the Los Angeles Railway Shops at Fifty-third and Avalon last Wednesday. Walter C. Brown, Assistant Superintendent, conducted the group through the buildings.

## Engineering News

The only major job which the Engineering Department is working on at present is the Temple Street job which will probably not be completed until after the first of the year.

The usual amount of repair and maintenance work is under way.

## Brake Pin Storehouse



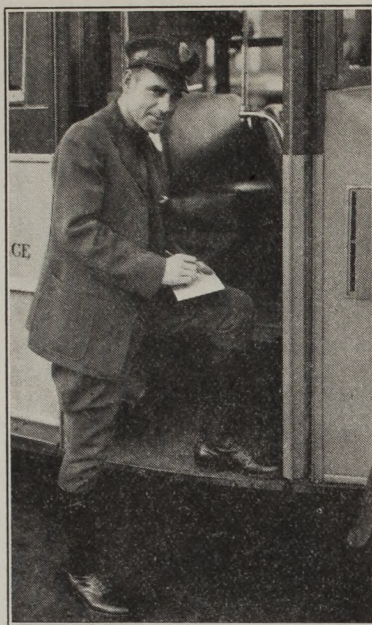
Charles Laffin, Section Storekeeper, looking over the stock of brake pins. The picture shows a few of the seventeen different kinds of brake pins, thirty-one hundred of which are actually carried in stock at South Park Shops to supply an average monthly consumption of about nine hundred.

## Nine Years Service and No Brownies

Coach Operator H. M. Williams, one of the good men whose photograph artistically decorates this page, was born in St. Paul, Minnesota, January 4, 1899, attended the public schools in the city of his birth and, after finishing his schooling, he accepted a position with a dry goods firm in St. Paul and remained there for a short time and then resigned and, like many other wise men, came to the Golden West. He secured employment as a motorman on the Los Angeles Railway Company's Lines and rendered good service for two years, then resigned his position on August 28, 1923, to enter the Coach Division service as a coach operator and at the present time is still on the job "hitting on all six" which is plenty good.

He has had no accidents in the present year and only two accidents in the entire nine years of service as a coach operator. He has never been deserving of any demerits and consequently never given any. On the other hand, several complimentary letters have reached the office from satisfied and pleased patrons who ride his coach, particular mention in them being made of his careful and safe operation and his ever pleasing and helpful attitude toward the patrons of the Motor Coach lines who ride his coach.

Mr. Williams is married and is happy about it. Well, why shouldn't he



Operator H. M. Williams making up his register card.

be? For we hear that his six weeks' old son is a pretty baby and the exact image of his dad. Let us hope this is true and that the baby grows up and finally becomes as good a chap as his father. If he does, he will have nothing to worry about.

## Commendations

There was an increase of 7 commendations in October over the number received in September. In September there were 32 and in October 39 commendations.

The number of men commended at each Division in October is as follows: Division One, 11; Division Three, 18; Division Four, 6; Division Five, 24.

## Thanksgiving Turkey

Harry Tuttle is going to serve one of his famous turkey dinners, with all the trimmin's, at the Car Barn Cafe on Thanksgiving Day.

All the turkeys for this big feed are to be furnished by the Twin Oaks Rancho, owned and run by F. E. Denison who was formerly our Chief Supervisor. This makes us doubly sure the turkeys will be good and tender and the dinner delicious.

## Standing of Trainmen by Divisions

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

Division	Loss of Courtesy		Loss of Safety	
	Motormen	Conductors	Motormen	Conductors
One	3	1	19	3
Three	0	1	7	2
Four	1	5	11	0
Five	0	1	13	0
Totals	4	8	50	5

Safety operators are listed as motormen.

## Veterans News

Since the masquerade dance on Saturday, October 29th, the Adjutant has been besieged by members for tickets for the next dance to be held the latter part of November. The tickets will be printed by the time you read this and will be in the hands of the Division Commanders, so please see your Commander for tickets.

The masquerade dance was a huge success. At the completion of the Grand Costume March at 10 P. M. gold prizes were awarded by the judges to those considered to have the best costumes, and what a job that was!

First prize for the ladies went to Mrs. Ruth Crum, mother-in-law of Substation Operator Prescott. Words can not express the old witch disguise that she wore. Just ask anyone who attended who the outstanding character was. The second prize went to Miss Frances Van Story. The writer, being a man, is unable to describe Miss Van Story's costume. All he can say is that it was almost as beautiful as the wearer and that's going some!

First prize for men proved to be too much for the judges and after trying to judge from the applause of the assembled crowd, they finally had to take a vote of each one present. The result was a difference of four votes between Motorman Timmons of Division Three and Dr. Harmon of the Medical Panel. Motorman Timmons dressed as Jiggs, of the comic strip, received first prize and Dr. Harmon as ???—ask someone, we couldn't describe it—received the second prize.

All departments of the company were represented, and the few who missed this dance missed seeing a wonderful display of costumes. Space will not permit describing them. Everyone had a fine time. For further particulars ask the boys in the Schedule Department, or those at South Park Shops, or whatever department you may be in.

Don't forget the November dance.

Arrangements are being completed for the Veterans' Club to be represented in the Armistice Day parade. If it is convenient for you to be in line get in touch with your Commander at once.

J. A. Madigan, Adjutant.

"A YEAR FOR SACRIFICE" is the slogan in this year's Community Chest appeal. With 190,000 unemployed in the community, those who are fortunate in having jobs, food and shelter will, and should, make every sacrifice possible to alleviate the suffering of those facing destitution.

## Scout News

Scout Troop 45 made its first appearance at a Court of Honor on October 21st to receive awards.

Civic Service Stripes were awarded as follows:

Ten hour service—Elford Kline, Ray Fife, Harold Levitz, Herbert Spencer, Norman Cole, Bob Metz, Vernon Farmer, Sam Seby and Bob Fletcher.

Twenty hour service—Elford Kline, Ray Fife, Harold Levitz and Sam Seby.

Fifty hour service—Ray Fife and Harold Levitz.

Three First Class Badges were given: one to Oscar Durand, who transferred into the Troop, thus having more time than the other boys, and the other two to Elmo Bunes and Elford Kline, who have worked up since Troop 45 started in April.

Two Merit Badges were given to Harold Levitz, who also transferred into the Troop.

Scoutmaster Bower awarded blue stripes to several boys for passing tests and for good attendance. They were: Ray Bailey, Bill Bergen, Bob Bower, Norman Cole, Oscar Durand, Bob Fletcher, Ray Fife, Leroy Gillford, Jack Goddard, Mack Hansen, Elford Kline, Holbrook Lair, Julio Reyes, Sam Seby and Lynn Weber.

On October 23rd the Scouts went to Mt. Wilson, leaving Division One about 7 A. M. They took the front trail to Orchard Camp, which is about three miles up. Some of the boys wanted to go on up but they did not have time. The first two hours in camp were spent in eating and in passing tests.

The three big events of the day were: An acorn fight in which Naturalist-Scoutmaster Bower was socked in the ribs; then Ray Fife stepped into a nest of yellow jackets causing such a fantastic dance that his pal, Herb Spencer, thought he was having a fit; and last, but not least, Bob Bower took an involuntary bath at the falls for which he was severely reprimanded by Scoutmaster Bower. Later, on the way home, Leroy Gillford tried his best—or worst—to break his toe but did not succeed.

Especially pitiful is the effect of the depression among great numbers of children of unemployed parents. Investigation of conditions existing in the twenty-two child care agencies maintained by Community Chest funds reveals that most of the children accepted recently by these organizations are emaciated for lack of sufficient food, some being even near to starvation.

## Believe It or Not

Here is something that Ripley should know about. Believe it or not, Bill Swearingen once looked like this picture when he first started street carin'.

W. A. Swearingen affectionately known as Bill or the "Mallard" started with the old Main Street horse car company on June 13, 1891. When the Main Street Line was electrified and was taken over by the Los Angeles Railway, he went along as part of the assets. On August 30, 1906, Mr. Swearingen transferred to the work train service; then in 1911 he was made derrickman. He became Assistant Yard Foreman in 1920.

Forty-one years with the same company is something to be proud of and when Bill celebrates next June, it is hoped by those who have tasted the wonderful barbecued beef which is the product of his skill, that Bill will put on a feed, and not forget the chili beans. Bob Pierson smacks his lips every time he thinks of the generous helpings Bill has piled on his plate at the barbecues at Vernon Yard.



W. A. Swearingen (1891)

### C. H. Franek Goes Under Knife

Charles H. Franek, Motorman, Division Five, has been ill since June 2, 1932, and confined in the United States Naval Hospital at San Diego. He underwent a major operation a few months ago and another one on November 3rd. His attitude has been courageous and cheerful throughout his entire illness.

The Personnel Department hears from him regularly and he always asks to be remembered to the boys and he would appreciate hearing from any of them. The Los Angeles Railway family wish Mr. Franek a speedy recovery from his long illness.

### William Staffer Passes

William Staffer, formerly foreman in the Way and Structures Department, passed away on October 28th.

Mr. Staffer first started to work for the company in March, 1906 as a Construction Foreman and he remained in service until February, 1913. On December 1, 1919, he again entered the service and left the company on July 30, 1932.

During his many years with the company Mr. Staffer had charge of the building of a number of track extensions. Among the most important were the Vermont Avenue track from Monroe to 24th Street, the Western Avenue Line from Melrose to Santa Monica Boulevard, and the West Seventh Street Line from Hoover to Vermont.

His many friends in the Engineer-

ing and other departments of the company extend their sincere sympathy to his wife and son.

## Complaints Increase

Complaints went rocketing again in October—there were 29 more than in September.

Discourtesy decreased 3 and Dangerous Operation 2. Starting Too Soon remained the same as for the previous month. All other classifications gained. Miscellaneous complaints jumped 17; Fare and Transfer Trouble 8; Passing Up Passengers 4; Carrying Passengers Past Stop and Service increased 2 each, and Short Change 1.

Comparative figures for September and October are as follows:

Classification	Loss or Gain		
	Sept.	Oct.	Gain
Discourtesy .....	23	20	- 3
Fare and transfer trouble ..	39	47	8
Starting too soon .....	5	5	0
Passing up passengers .....	3	7	4
Carrying passengers past stop .....	3	5	2
Dangerous operation .....	2	0	- 2
Short change .....	6	7	1
Service .....	7	9	2
Miscellaneous .....	20	37	17
Totals .....	108	137	+29

The family is the cornerstone of civilization. The Community Chest is interested in keeping families together.

## Honor Roll

Warren Newton Cline was placed on the Special Roll on September 11th. Mr. Cline was first employed by this company as a conductor on July 21, 1905. He was appointed towerman February 1, 1913, and was returned to train service as a conductor on June 7, 1917.

\* \* \*

Arthur Bellingham, repairer, of the Engineering Department, was put on the Special Roll September 16th. Mr. Bellingham was employed as a repairer on September 25, 1911.

\* \* \*

Henry Willever Crevling of the Engineering Department, was placed on the Special Roll September 16th. He was employed as a repairer February 3, 1909. He was changed to watchman in the Mechanical Department on June 16, 1929, and was appointed watchman at the Garage August 1, 1930.

\* \* \*

William Ellis, who was employed on April 4, 1907, as painter's helper and changed to scrubber January 1, 1932, was placed on the Special Roll effective September 16th.

\* \* \*

Romeo Edgar Ellithore, employed as electric machinist on July 6, 1900, and changed to electric repairer February 1, 1932, was placed on the Special Roll on September 16th.

\* \* \*

David Capteron Farris was placed on the Special Roll on September 16th. He was employed as a blacksmith's helper June 17, 1912, and was appointed a watchman on February 1, 1926.

\* \* \*

Jorgen Hans Jensen was added to the Special Roll on September 16th. He was employed as a machinist on May 1, 1907.

\* \* \*

Reuben Robert Lott, employed November 5, 1906, as janitor at the Machine Shop, was placed on the Special Roll on September 16th.

\* \* \*

Frank Jacob Massing was also added to the Special Roll on September 16th. Mr. Massing was first employed as a motorman at Division One on August 15, 1905. He was appointed watchman August 1, 1927; flagman June 1, 1930; gate watchman January 1, 1931.

\* \* \*

John Horace McClelland, employed as relief man and road inspector on July 25, 1903; changed to repairer November 1, 1910, and appointed watchman October 1, 1929. Mr. Mc-

Clelland was placed on the Special Roll effective September 16th.

\* \* \*

Elwin McClenathan was put on the Special Roll September 16th. Mr. McClenathan was employed as a repairer on February 13, 1907.

\* \* \*

August Charles Natermann was placed on the Special Roll September 16th. He was employed September 21, 1906, as a repairer; was changed to machinist helper on November 1, 1910, and was changed again to fare box repairer January 1, 1932.

\* \* \*

Gustave Neuschwanger, who was employed as mill man on August 11, 1910, was added to the Special Roll on September 16th.

\* \* \*

John Shultz is another employe who was placed on the Special Roll September 16th. He was employed as a painter on May 6, 1909.

\* \* \*

William Morgan Sibley, a real old timer, was also added to the Special Roll on September 16th. Mr. Sibley was employed as oiler and substation operator on March 2, 1899. He was appointed watchman May 23, 1929; changed to substation operator on May 25, 1929, and was changed to electric repairman of the Electrical Repair Shops on December 10, 1929.

\* \* \*

Jonas Ramus Eliassen, Substation Operator, Engineering Department, was placed on the Special Roll effective October 1, 1932. He entered the service as substation operator on August 20, 1907.

\* \* \*

Chester Alington Robinson was added to the Special Roll on October 1st. Mr. Robinson was employed as motorman at Division Two on June 13, 1903, and was appointed flagman July 1, 1925.

\* \* \*

William Stuart Tupman was also placed on the Special Roll on October 1st. He was employed as a motorman at Division Two, October 14, 1903, and was appointed flagman on March 1, 1931.

\* \* \*

Jacob Marshall Long, Flagman in the Transportation Department, was placed on the Special Roll effective November 1st. Mr. Long entered the service as a motorman at Division One on September 9, 1903. He was transferred to the Maintenance of Way Department April 25, 1909, in the capacity of a motorman, and was appointed flagman on April 16, 1928.

## Square and Compass

Although it rained considerably the day of the picnic, there was a fair turnout and the day was enjoyed just as though the sun had shone brightly. A ball game was played in the morning and afternoon. Other games were held and some very fine prizes distributed among the winners.

As there was no meeting during the month of October, news is very scarce, but the regular meeting will be held this month, Saturday, November 19th, 1932, at 7 o'clock p. m. for which entertainment and refreshments have been provided.

W. J. BORN,  
Recording Secretary.

## Attention! Women Vets

Supervisor Gilmore, Past Commander of Sunrise Post, has been made Chairman of the New Post Committee for the Seventeenth District of the American Legion. Since his appointment the committee has already formed one new post which has been named Olympic Post.

The committee is now helping to form a post composed of women veterans. If there are any women employes of the company who are veterans of the World War, or if any of the men employes have women members of their families who are veterans, this post extends all such women veterans a hearty invitation to join it. Supervisor Gilmore would like to receive the names and addresses of anyone interested.

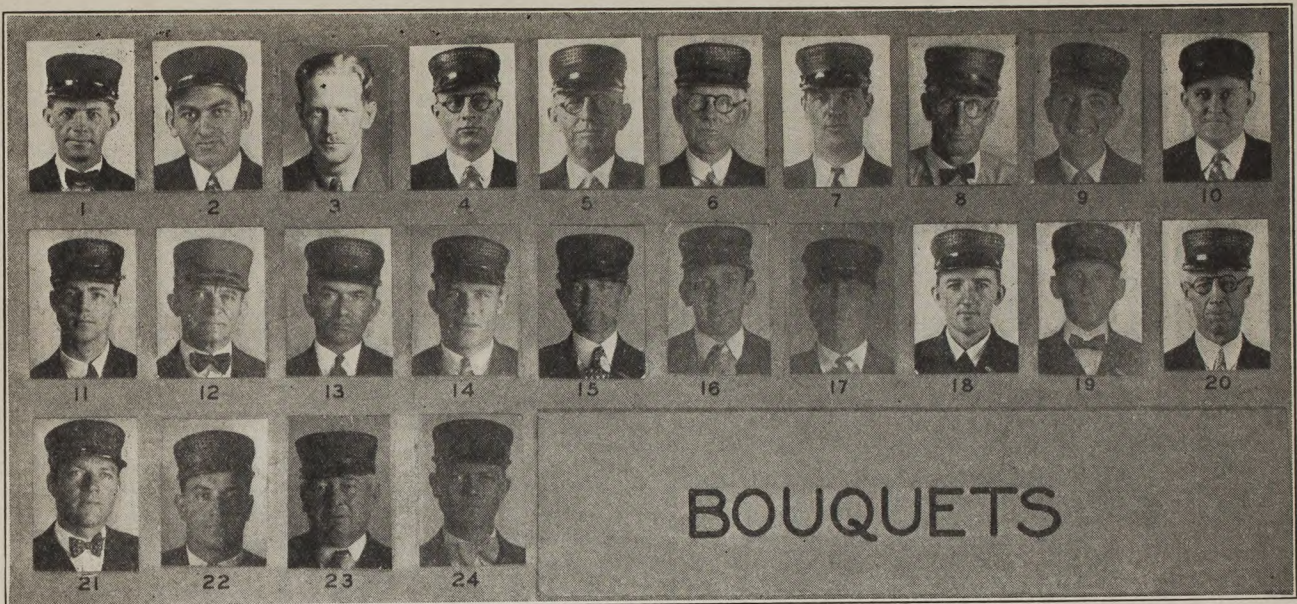
## Unique Bouquet

Usually when a passenger wishes to commend a trainman, he writes a letter to the company, but Conductor J. H. Gibson of the "V" Line recently had the unique experience of having a written commendation handed to him by a passenger. It read, "I compliment you for being a member of the finest traction organization in these United States." The name on the card was Melvin J. Chisum, Field Secretary, National Negro Press Association, Washington, D. C. Evidently Mr. Chisum is a man who acts right now on what he believes is right.

Conductor Gibson said that, previous to handing him the card, Mr. Chisum made the remark that the Los Angeles Railway had the neatest, cleanest and best dressed trainmen he ever saw.

This is a compliment worth while for Mr. Chisum is evidently in a position which requires that he visit many cities in the country.





As we enter the Thanksgiving Season, it is indeed pleasant to receive letters from patrons for acts of courtesy and attention to duty. There is nothing we could be more thankful for than that we did our job well.

For (1) Conductor F. M. Wilkins of Division One from Paul B. Rave for a "highly humanitarian and courteous action." Mr. Rave says: "At a sacrifice of time, patience and energy this conductor assisted an old man to alight safely and comfortably, at the same time reflecting in his face satisfaction that he had done something for his company as well as the public he served."

For (2) Conductor M. M. Wallace and (29) Motorman R. C. Frost, (no picture), of Division Three, from R. J. Walker for their care of an elderly woman who grew faint on the car. "They placed her in a comfortable position until her street came, and the motorman escorted her to safety on the sidewalk to his left, in a heavily traveled street."

For (3) Operator W. P. Eunson of the Motor Coach Division from Betty Ruth Parkinson for his willingness to serve the public; for his cheery greeting to passengers of "Hello" or "How are you this morning?"; and for watchfulness for a chance to do some extra service for someone. The writer says: "I have ridden on his bus hundreds of times and have never once seen him cross or discourteous to anyone."

For (4) Conductor O. S. Garrison of Division Three from M. E. Bradley for courteously assisting with heavily laden shopping bags.

For (5) Conductor F. Gookins of Division Three from Alice Hart for his kind and efficient manner in handling her mistake in the method of

paying her fare when she wished to transfer to a bus line.

For (6) Conductor I. F. Hickox and (28) Motorman H. R. Miller, (no picture), both of Division Three from Mrs. Gus Hearhart for courtesies rendered her on their car.

For (7) Conductor S. R. Leckey, Jr., of Division Three from Mrs. Harriette A. Myers for proficiency and courtesy and for remembering to see that she got off at the proper destination.

For (8) Conductor H. A. Beals of Division Three from Helen M. Winsor for his kindness and thoughtfulness in assisting her.

For (9) Conductor F. J. Donnelly of Division Five from C. R. Hampton who wrote: "I have been riding his car for some time and he is always the same, pleasant and willing at all times to be of service to the car riders, never overlooking an opportunity to help people on or off the car and assisting them in raising or lowering the curtains if they are troublesome. His cheerful "Good morning" and interest in my welfare is appreciated and sends me to the office thinking this old world is not so bad after all."

Conductor Donnelly is also commended by Mrs. H. Tupes for his universal courtesy and especially for his thoughtfulness to those needing assistance.

For (10) Conductor J. T. Little of Division Four from Kate Hutchinson for being very pleasant and efficient.

For (11) Conductor E. W. Park of Division One from Marie Kelley who says: "He is courteous, polite and attentive to his duties."

For (12) Conductor F. C. Buhles of Division Five from Mrs. Leon Kruger for his gentlemanliness and courtesy. "He remembered when passengers asked him to let them off at certain streets; he also helped the ladies on

and off the car and lifted a suitcase off for one of them," wrote Mrs. Kruger.

For (13) Motorman B. S. Hopkins of Division One from Mrs. A. Jerome for his courtesy and for being so accommodating to passengers.

For (14) Conductor L. C. Whitt of Division Four from Mrs. Ada C. Anderson for carefully watching to see that her nine year old daughter got off the car and to the sidewalk safely and then nodding reassuringly to Mrs. Anderson when she had to continue on downtown on the car and could not see whether the child was safe or not.

For (15) Conductor A. S. Herrick and (33) Motorman E. H. Mohler, (no picture), both of Division One, from H. M. Sproule who wrote: "I want to eulogize the actions of Motorman Mohler and wish to say that his manner in caring for and taking care of passengers, especially old people, can not be too highly appreciated. I found your conductor also a very nice gentleman."

For (16) Motorman M. E. Pennington of Division Four from Mrs. Jane K. Sawers who was sitting in the seat nearest the motorman when, against the signal, a man unexpectedly dashed from across the street, in front of a car and automobile coming from the opposite direction, and directly across the path of the car on which she was a passenger. Mrs. Sawers says: "He owes his life only to the alertness and presence of mind of Motorman 1109 who made the quickest stop I ever saw." She commends Motorman Pennington for his coolness and courage and for being self-controlled and steady of nerve.

For (17) Motorman L. Burnett and (18) Conductor R. W. Bower, of Division One, from Mrs. H. P. Holbeck for holding their car for her when

they saw her hurrying—a courtesy that was greatly appreciated. Conductor Bower is further commended by her for calling all streets clearly.

For (19) Conductor C. C. Clark of Division Five from Nathan Manasseh who says: "I always find him pleasant and doing all a person can do to help out the traveling public."

For (20) Conductor J. W. Allen of Division Three for calling stops and for helping passengers on and off the car; (21) Conductor B. W. Koerner of Division Five for being good-natured and obliging, and for helping people on and off the car; (22) Conductor W. V. Forbes of Division Three for calling stops, being good-natured and paying attention to duty; (23) Motorman L. C. Hescocock of Division Five for smooth operation and for making easy stops and starts; (24) Conductor M. C. Howard of Division Five for good-nature and for giving information willingly; (25) R. R. Riggen, (no picture), of Division Five, for safety and cautiousness; (26) Motorman C. R. Gilliam, (no picture), of Division Five, for safety and speed; and (27) Conductor H. F. Shover, (no picture), of Division Five, for attention to duty and for good-nature in a crowded car. This bunch of posies came from Mrs. Otto Fenske.

Another group of trainmen who received letters of commendation, but for whom we have no photographs, follows:

For (30) Motorman L. E. Etienne and (31) Motorman D. G. Crownover, both of Division One, from M. E. Bradway for courteously holding their cars so passengers could board, and yet without delaying traffic.

For (32) Operator A. E. Vejar of Division One from Mrs. A. Jerome for patiently answering all kinds of questions of an elderly man, and for helping an elderly woman on and off the car.

For (34) Conductor C. L. Roth of Division Four from Rudolph E. Seilers who said he had unknowingly dropped a ten dollar bill when getting change for his fare. Conductor Roth went forward into the car and asked if anyone had lost anything since getting on the car. Mr. Seilers remembered he had had to take out a handful of money when he boarded, so he investigated and discovered he was short. As soon as he told the conductor the money was returned to him. Mr. Seilers concluded his letter: "This is the type of conductor I think you should know about; he had every opportunity to have kept the money and never could have been uncovered."

For (35) Conductor C. S. Lashbrook of Division Five from Mrs. C. C. Douglas for courteously lending her a token when she had forgotten her coin purse.

For (36) Conductor G. D. White of Division Five from Mrs. M. H. Pope for his splendid attention to herself and others.

For (37) Conductor E. R. Tomlin of Division One from Adolphus D. Jones who wrote: "He changed a twenty dollar bill for me, but he was so nice about it I could not pass the opportunity to let his company know that they have a conductor that will give an extra favor with a smile."

For (38) Conductor G. G. Melick of Division Five from Mrs. Thorne for kindness and consideration shown an intoxicated man who was a passenger on his car; also for his courtesy to all passengers.

For (39) Motorman William B. Hester of Division Five from Evelyn Strain for courteously stopping his car and waiting for her when he saw her running for it at a transfer point.

For (40) Conductor C. W. Morris, (41) Motorman F. O. Bebert and (42) Conductor L. E. Lick, all of Division Three, from Charles Floss. Conductor Morris and Motorman Bebert stopped their car after crossing the intersection to permit Mr. Floss and his wife to board it; and they were patient and courteous when Mr. and Mrs. Floss boarded and alighted with their children. Conductor Lick was also commended for his courtesy to them.

For (43) Motorman L. Z. King of Division Five from Grant Goodale for the fine manner in which he starts and stops his car and for the kindly consideration he gives his passengers. Mr. Goodale adds: "He answers requests gracefully and good-naturedly and seems to realize his responsibility to the public and to his company."

## Appreciation

We wish to thank our friends and the Los Angeles Railway Corporation for their kind expression of sympathy, and the beautiful floral offering following the sudden death of our dear wife and mother.

Axel E. Holmberg  
Ruth Holmberg  
Chester Holmberg

## Journey's End

Edward Garthorne, who was placed on the Special Roll on June 15, 1931, passed away October 25th. Mr. Garthorne was born in San Francisco. He was employed by this company as night watchman in the Line Department on December 10, 1909. He was transferred to clerk in the Store Department and was later appointed assistant storekeeper. Mr. Garthorne is survived by a son.



# BIRTHS

Born to Mr. and Mrs. J. R. Goff of the Personnel Department, an eight pound boy, October 28th. Name Frank M. Goff. Mother and baby doing well.

\* \* \*

Conductor A. M. Wood, of Division Five, is in line for congratulations upon the arrival of an eight pound baby girl. The big event happened on October 19th, and mother and little Miss Norma are doing just fine and dandy.

\* \* \*

Oh boy! Here's a real boy. Mrs. E. F. Hess presented Ed, of Division Five Mechanical, with a nice 10½ pound baby boy October 27, 1932. Mother and child doing nicely.

\* \* \*

F. E. Watson, Operator at the Motor Coach Division, has a new baby girl at his home. She was born September 14th and has the pretty name of Barbara Jeanne.

\* \* \*

L. F. Bills, Operator at the Motor Coach Division, is the proud father of a nine pound boy. Lavon Fillmore was born October 6th. Mother and son are doing fine.

\* \* \*

G. A. Stevens, Operator at the Motor Coach Division, has a seven pound baby boy, born September 6th. His name is Phillip David. Congratulations.

\* \* \*

Operator H. J. Streich, of the Green, is also the proud father of a baby boy. We haven't learned his name or whether he is to be an operator or conductor.

\* \* \*

Joy reigns supreme in the home of Conductor V. B. Jones, of Division One, the occasion being the arrival of a fine ten pound boy. He arrived on October 7th and his name is Harry Bryan Jones.

\* \* \*

Conductor L. E. Lick of Division Three proudly announces the arrival of an eight pound baby boy on October 18th. He has been named Leamon Franklin.

Little is gained from argument. Every fellow is entitled to his opinion. If he is right he need not argue to prove it; if he is wrong argument will not make him right. Argument only serves to fan the spark of mental opposition into a flame of anger.

The finest institution in this world is a family, the members of which get along with each other.

# LARY LAFFS

ZE FUNNY MAN

"Ze Americaine he is ver' funny. Ze Frenchman can nev' understan' heem—jus' like ze Americaine cocktail. Firs' he put een whiskey to make ze drink strong, zen he put in water to make her weak, zen he drop in some sugar to make her sweet, nex' he put in lemon to make her sour, zen he say, 'Here's to you,' an' he dreenk her he'self!"

If, as an optometrist estimates, 72 per cent of the American people suffer from eye strain, it probably is due to looking for a place to park.

Housewife: "We are going to get an electric washer, so we won't need you any more."

Laundress: "All right, lady, but an electric washer don't give you no gossip."

Teacher: "What would the interest be on \$500 for one year at 3 per cent? Abie, pay attention."

Abie: "At 3 per cent I would not be interested."

The custom official was asking the usual questions. "Anything to declare, 'No," she replied, "not a thing."

"Then, Madam," said the official politely, "am I to take it that the fur tail hanging down your dress is your own?"

And now we have the clever young mother who named her young son Flannel—because he shrank from washing.

"It says in the paper that a baby fed on elephant's milk gained twenty pounds in two weeks.

"I don't believe it, whose baby was it?"

"The elephant's."

"The robber wore rubbers and walked backwards," deduced Hawkshaw.

"Ah," observed the silly mug. "Then we must look for a man with receding gums."

Boss—"A man is never older than he feels. Now this morning I feel as fresh as a two-year-old"

Steno (sweetly)—"Horse or egg?"

A woman got on a trolley car and finding that she had no change handed the conductor a \$10 bill. "I'm sorry," she said, "but I haven't a nickel."

"Don't worry, lady," said the conductor, "you'll have just 199 of 'em in a minute."

"Did you notice that insolent conductor looking at you as if you hadn't paid your fare?"

"Yes, and did you notice me looking back at him as if I had?"

# Larys Burn Alleys

The winter bowling season at the Broadway and Manchester Alleys is well under way with the Los Angeles Railway represented by a No. 1 and No. 2 teams. No. 1 team consists of Doyle Rishel, Ed Fleming, F. Nolf, G. Riggs and J. Judd. No. 2 team is composed of G. Oliver, Captain; L. Chair, H. Hinze, B. Walters and J. Martin. Some fast changing of positions has taken place during the first few weeks of play but the teams are now hitting their stride and more interesting bowling is to be expected. Nos. 1 and 2 teams are at present tied in second place, holding 12 winning points each and are only 6 points behind the Pratte Jewelers who are in first place. The league is composed of eight teams and Los Angeles Railway No. 2 has already won the high series prize money for the game they rolled last October 17th.

These teams roll every Monday night and if you cannot come out to the games stand by for some exciting happenings. Captain, "Iron Man," Oliver says if he can find a new ball each game he will take that No. 1 team into camp but Captain Rishel says he doesn't need a new ball—he just needs a new way to throw it.

## This Guy Really Knows

Absolute knowledge, I have none,  
But my aunt's washerwoman's sister's son,

Heard a policeman on his beat,  
Say to a laborer on the street,  
That he had a letter just last week,  
Written in the finest Greek,  
From a Chinese coolie in Timbucktoo,  
Who said the natives in Cuba knew  
Of a colored man in a Texas town,  
Who got it straight from a circus clown,

That a man in Klondike heard the news

From a gang of South American Jews,  
About somebody in Borneo,  
Who heard a man who claimed to know

Of a swell society madamoiselle,  
Whose mother-in-law knows certainly well

That her seventh husband's sister's niece

Has stated in a printed piece  
That she has a son, who has a friend  
Who Knows When The Depression Is  
Going To End!

"Did you have any luck at the races?"  
"Luck? When my horse passed me I  
leaned over the fence, pointed and  
yelled: 'They went up that way!'"

"Say, Mose, how come yo' is so  
banged up?"

"I waz talkin' when Ah should have  
been list'nin'."



H. N. COLE

It is very seldom that a man becomes so interested in his work that he forgets when quitting time comes. According to Motorman Nate Robinson, (who, by the way, asked me not to mention his name so frequently, and I promised him I would not) a case of this kind happened recently. Robinson went out to relieve Motorman W. E. Bleile and being relieved seemed to be the least of his troubles. W. E. said he was so busy with his duties that he had forgotten all about it, but finally he yielded.

Conductor B. T. Olsen has returned from a ten thousand mile trip up north to Canada and back through North Dakota to visit his old home, and to Minnesota, the home of Mrs. Olsen. They made the trip without even a tire puncture.

Conductors H. I. Frey and J. T. Shelton recently returned from a very pleasant trip up north. They were away for about three weeks.

For the first time in history Conductor J. W. McCurry chose a run with no Sunday time. He admits that Mrs. McCurry was on a visit to her relatives in Texas at the time, so perhaps he needed the time on Sundays to do his house work.

Safety Operator H. E. Cubberly has returned from a trip down in Texas, and other points in the Middle West, and reports a grand and glorious time. He drove nearly ten thousand miles with no trouble except one puncture.

Motorman Joe Dominguez has returned to his duties after being off on the sick list for several weeks.

After a period of illness, Motorman A. B. Stewart is back on the job and is looking well.

Touring the country was the object of Conductor W. W. Frasier when he started out with his machine and a month's leave of absence.

When Motorman W. E. Flower arrived home the other Saturday night he found that his wife had planned a surprise party to celebrate the anniversary of his birthday. Motorman E. R. Hastings was there with his five-piece orchestra and about thirty other guests. After the celebration got under way Flower came to the conclusion that it would be in order to call up and get off the next day to recuperate. This he did. The guests were composed of members of the American Legion and trainmen from Division One.

Someone played a particularly painful practical prank on Conductor Martin Sasalaw a short time ago. A conductor was sent out to relieve him with instructions to report at the office. He reported there with all kinds of misgivings and wondering what would come next only to be told that someone had delivered a message there, asking that he be re-

lieved. It goes without saying that his mind was also relieved.

It is a good thing that Conductor F. E. Schuler has no Saturday time in his run. Sometime on Friday night he received a telegram from his daughter and her husband, reporting that their machine had broken down near Barstov, so Schuler spent the night driving out there and towing them in.

For many years this Scribe has fostered a deep-seated desire to make some wise-crack concerning a motorman's pencil, but for fear that, by doing so, he would incur the disfavor of some of the motormen, he has refrained. At last the opportunity has presented itself, and without fear here goes. Motorman L. W. Kern was seen to pick up a pencil about an inch long, with the remark, "I will bet my next pay check that a motorman lost this pencil."

Motorman W. M. Wagers started out on October 23rd to visit his relatives in Nebraska. He will be away sixty days.

Home sweet home appealed to Motorman A. L. Goodrich, so he asked for a fifteen day leave, which he will spend at home.

New Mexico will be the scene of the activities of Conductor J. D. Sweeten for the next forty-eight days. He is visiting friends there.

Motorman H. Gravit took seventeen days off during the month and had a good rest-up.

Fifteen days were allowed Motorman A. W. Smith, just for a plain old vacation to do as he pleased.

Motorman P. J. Kuchesky is away on a twenty-five day leave of absence.

We join with the many friends of Motorman A. E. Holmberg of Division One, in expressing our deep sympathy on the occasion of the death of Mrs. Holmberg, his wife, on October 17th. Her death was wholly unexpected, as she was ill only a few hours when the final call came. Funeral services and interment were held at the Inglewood Park Cemetery. The deceased is survived by a son and daughter, Chester and Ruth.



## Division Three

L. VOLNER

Foreman Reid, Clerk Harry Gilmore, Switchman Walker and Motorman Henry Neal are trying to see who will be a successor to Bobby Jones. The golf course in the Arroyo near Pasadena has been honored by their presence quite frequently of late.

The Community Chest drive, as far as Division Three is concerned, went over with a bang, and a one hundred per cent subscription list was closed on October 25th.

During the early part of October Motorman R. Romani was off duty a few days on account of sickness.

Having chosen a later run on the "W" Line, Conductor Jarvis Phillips' smiling face will not be seen at 10th and Broadway where he has been switchman dur-



## The Pride of Division Three

Introducing to the whole world—Ransome "Pants" Livesay, son of Motorman and Mrs. Livesay, and naturally the male head of the family works at Division Three. Up to within a very few seconds of the game's end between U. C. L. A. and Oregon the only real believers in the lad were mother and dad, but they can now safely say, without fear of contradiction, the old, well-worn phrase: "We told you so."

Division Three naturally—and why not—feels awfully proud of this young man, and they know that when another big chance comes his way he will respond as usual and uphold the honor of his Alma Mater.

This is young Livesay's second year on the U. C. L. A. football team, and he is going better as the season advances and will no doubt outshine his past performances as he continues.

ing the rush hours for a long time, and the first day of his new run Mr. Phillips wanted to be ready for duty on time. He called for his run more than an hour before same was due out.

Uniform Inspector Harry Trabue was nursing a very sore hand during the past month on account of burns received from a panful of parafine which became ignited and splashed on him before he could get in the clear.

On account of the flu, Switchman W. H. Meloy was off duty for twelve days during the first part of October. Motorman Johnson was filling Mr. Meloy's office during his sickness, and that kind supervisor friend kept him supplied with chewing gum.

Power saving does not mean coasting, but nothing more or less than correct operation.

A sure sign of the changing season: Motorman Geo. Bidwell and Conductor D. R. Jaynes being excused from duty to attend the Saturday afternoon football games.

Conductor Ira Gott and wife took a short fishing trip up on the San Gabriel River, the first of the month. Ira said he didn't realize that it was such an excellent stream and so near the city. No doubt he will be a frequent visitor to that section in the future.

Conductor C. E. Dunlop and wife are on their semi-monthly pilgrimage to Gilman Hot Springs, where Mr. Dunlop is taking the baths for his health, and he says he is greatly benefited by the use of these waters.

Motorman F. B. Morton, who has been on the sick list for some time, was a caller at this Division the latter part of October. He is living with relatives about eighty miles from San Diego and says that the climate in that section is bringing back his former good health.

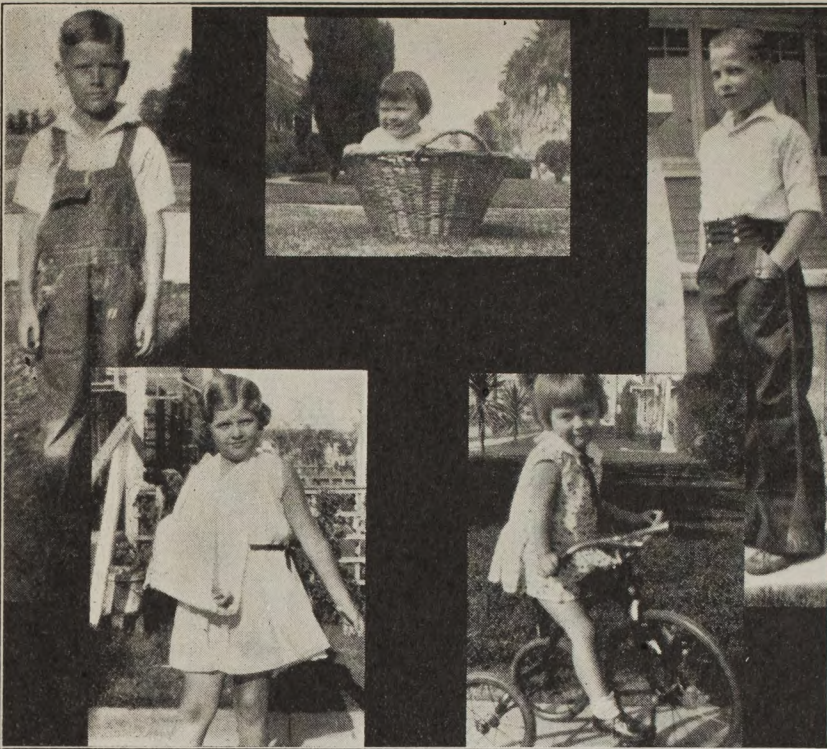
One Sunday morning Manager Harry Tuttle of the Car Barn Cafe, accompanied by his wife and daughter, were waiting at the gate to board a south-bound Line "5" car. The car stopped at the regular place, but it was noticed Mr. Tuttle and family did not get on but came back to the cafe. When asked why he did not board the car, Harry said he did not know a person could not take a dog on a car, but that the eagle eye of the conductor saw the little dog, about the size of your fist, which Mr. Tuttle was carrying and informed him it was against the rules.

The boys had been wondering whether Motorman John Corsen or Motorman J. Naggie would wear a coat this season. One morning during the latter part of October, Mr. Naggie came down with a coat on, but Mr. Corsen is still minus his. Most of us had been thinking of getting out our old overcoats.

During the recent general choice of runs, many men changed lines. Some old ones and also some new to the "B" Line are to run on that line. Motorman E. C. Helbling, an old timer on the line, says he knows why the stampede. The chitterling season is almost here and the boys are getting over where that Hooper Avenue delicacy will soon be on the market. If you don't know how to eat them, just see Mr. Helbling—he'll put you next.

Conductor Fred Jewett, formerly of this Division but now located at Division Four, is up and around after a very serious major operation. We hope to soon see him able to get back on the job.

When you read this issue of Two Bells, the election will be a thing of the past. Right now we are more or less divided upon our choices for the various offices, but whoever are the successful ones, gaining their office by a vote of the majority, will be our choice too.



Here is a group of LARY tots. At the upper left corner the serious little lad in overalls is Edgar B. Weaver. He is six years old and the son of Motorman E. B. Weaver of Division Four. Edgar is not near as solemn as the picture might indicate. "He's got plenty of pep," says Daddy Weaver, "he just hesitated to look for the birdie."

In the upper center this little basketfull of beauty is the pride and joy of Conductor Len Larsen of Division Five. Little Miss Janice is just ten months old and getting prettier every month.

At the upper right corner is T. D. "Bobby" Starks. Bobby is the son of Conductor T. D. Starks of Division Four and is twelve years old. We don't mind saying Bobby is a handsome little gentleman. Then, too, he will start in Junior High this coming February. And that's somethin'.

At the lower left is Mary E. Weaver, Edgar's sister. Somehow or other our little friend Mary had the misfortune to break her arm. Those things will happen. Anyhow, Mary is a mighty fine little girl and her daddy, Motorman E. B. Weaver of Division Four, is proud of her. She is eight years old.

And at the lower right we have Mary Patricia McFall and if Mary isn't as cute as we'd want a child to be, well then, we're too unreasonable. Mary is six years old and is the daughter of Motorman R. R. McFall of Division Four.



## Division Four

C. J. KNITTLE

It's a far cry from the sun-kissed slopes of the blue Pacific to the storm-beaten shores of old New England, but at this time of year one's mind goes back to that historical spot where, three centuries ago, our Pilgrim fathers first consecrated Thanksgiving.

If the Pilgrims and Puritans had been timid souls they would never have struck out with adventurous audacity over an uncharted sea for an undiscovered wilderness if the security, or even safety, of their home-land had seemed essential to them. There can be no real celebration of Thanksgiving if fear lurks in the hearts of men—fear of poverty, sickness,

failure, disgrace, fear of fellow-creatures or fear of self. WE HAVE A HERITAGE OF COURAGE.

Somewhere in the Good Book—I believe Paul wrote it in his Epistle to Timothy—we are told: "God has not given us the spirit of fear; but of power, and of love, and of a sound mind."

So, Thanksgiving is primarily an expression of courage. It is also an expression of purpose. The Pilgrims knew what they wanted to do and they did it. They did not waver or vacillate or temporize. They pursued their way with a complete conviction of success. It is much better to have a single track mind than a mind which has not the force to follow any track at all. WE HAVE A HERITAGE OF PURPOSE.

The depression of the past three years has taken a terrific toll. Millions have suffered the loss of money, their homes and employment. Our souls are seared, our mental and spiritual senses greatly

injured. There can be no real celebration of Thanksgiving today unless we can bring ourselves to believe that we are going to emerge from this depression to life more abundant than we have ever enjoyed before.

Will it take super-human endurance? Yes, I believe it will. But let us remember that the first Thanksgiving was an expression of endurance. It was established by men and women who had to improvise shelter, who did not know where clothing would come from when the meager supply they had brought along from the "Old Country" had worn out, and who had to forage for their food and fuel. But they were resourceful. Indeed they managed surprisingly well. WE HAVE A HERITAGE OF ENDURANCE.

Thanksgiving is also an expression of progressiveness. The Pilgrims and Puritans wanted to live among conditions, both civil and religious, which were not only different from those under which they had grown up, but, to their minds, infinitely better. They not only kept up with the times, they kept ahead of the times. WE HAVE A HERITAGE OF PROGRESSIVENESS.

In the final analysis Thanksgiving is an expression of vision so closely interwoven with faith as to be inseparable from it. No matter how high and brave was the purpose of our forefathers, no matter how great their endurance or how forward-looking their progressiveness, they would not have been upheld unless they could have visualized beyond their hour of anguish, the ages of achievement in which their destiny would be fulfilled and illumined. Their vision was crystalline; their faith was steadfast. THEY HAVE LEFT US BOTH AS A HERITAGE.

Can we regard our own future with the same clarity of outlook? Can we look to the dawn of that new day with the same staunchness of soul? Friends, may your Thanksgiving be a joyous one.

Well, folks, the month of October ended as all months do and despite the fact that it was an unusually busy one around the Division the news pot yielded very little material that might be considered of general interest. Ordinarily, the news is carefully assorted and arranged in the column according to the dates the incidents occurred, the one occurring first in the month is placed first in the column. Just for a diversion, however, let's pick the first item out at random.

We don't like to talk of accidents but they will happen. An auto collided with Motorman Coy Gordon's car recently and among the witnesses he secured was one card filled out as follows: Name, John Doe; residence, no where; city, out of employment; business address, no business; telephone, have none.

The crowning accident of the month occurred October 26th. Motorman M. H. Steele attempted to crank his auto. The auto was in the garage. It was also in gear. Steele was still on the sick list at the time of this writing.



At the top: Well! Well! at first we thought it was a doll, but no it's a sure enough baby. It's Sherley June, the fourteen months old daughter of Motorman H. R. Elsmore of Division Four. And believe it or not, Sherley has four brothers and four sisters.

Lower: Robert James Burke and his dog, Pal. A perfect picture, friends. Can you beat it? Robert is two and a half years old and is the son of Conductor F. A. Burke of Division Four. Robert and his dog are like bread 'n' butter. Neither goes well alone.

The Community Chest drive started early in the month, the workers got right down to business, and in no time flat the Division went over for a 100 per cent rating. That's great stuff, men.

A general choice of runs was held October 19th. Most of the lines were given new schedules. Much serious study was done the day of the shake-up and the day previous. The choosing, however, was done with the usual rapidity.

Foreman B. B. Boyd and Mrs. Boyd spent a week vacationing at the Grand Canyon, Bryce and Zion Canyons. They returned October 17th.

Clerk E. E. Johnson left October 10th for a one week vacation in San Francisco.

Conductor E. E. Ford was granted two weeks vacation October 10th to rest up.

Motorman H. Lozier was granted a ninety day leave October 10th to build up his health.

Motorman E. T. Ellegood has been given a thirty day leave to visit his aged mother in the northern part of the state.

The sympathy of his many friends is extended to Motorman Frank Loftis on the death of a brother, October 17th, in Tucson, Arizona.

Sympathy is also extended Conductor J. J. McFarlane whose sister, Mrs. Ger-

trude Allen, passed away October 13th of blood poisoning, the result of a fall seven weeks before in which she suffered a broken leg. The burial took place October 15th.

Motorman F. E. Striebel is spending a three weeks vacation in and around San Francisco.

Conductor W. E. Burke was granted a sixty day leave October 25th to drive to Duncan, New York, where his parents reside.

Conductor George F. Young is busy these days explaining to friends that the George F. Young who was buried recently, according to the newspapers, must have been some other fellow.

Motorman E. T. Ellegood returned recently from a hunting trip up north where he shot one deer and a four hundred pound brown bear.

During the course of any day a conductor grants many unusual requests. He supplies matches to smokers; loans his pencil and sometimes his penknife to passengers; buys newspapers for the elderly ladies, and assists the women-folk with their babies and over-laden bags. The conductor does all these little things willingly to keep up that precious asset—good-will. One night recently, however, Conductor S. T. Cooper, of the "I" Line, granted about the most unusual request ever made. A timid old lady, about to alight at First and Boylston, asked if he would be kind enough to go up to her apartment and make sure no one was under the bed. Cooper took the key, dashed up to the room and made the inspection, and dashing down again informed the lady everything was o. k. The service delay was two minutes—but what's that compared to a satisfied patron?



## Division Five

FRED MASON

With two tickets on the fifty yard line for the Notre Dame-U. S. C. game, Conductor Hank McDonald put his name in the book for off on December 10th. Of course he was told nothing doing, so it looks like somebody is going to get a couple of tickets cheap.

\* \* \*

### Married

September 17th was the big day in Conductor Myron Taylor's young life. He slipped away and had the nuptial knot tied, so here's wishing him and his wife all the luck in the world. Conductor Taylor is working out of Division Five and, of course, works every day now.

\* \* \*

Conductor E. A. Moxley spent a very nice week-end at Sequoia National Park. He was accompanied by his son and between them they caught twelve rainbow trout, all of which they ate for Sunday morning's breakfast.

After sixty days roving around the country, looking up friends and relatives, Conductor Vernon Ford is back on the

job again, feeling fine and dandy. He visited his brothers in St. Louis, Missouri, his uncles in Mayfield, Kentucky, and his mother and dad in Paris, Tennessee. Said he had a wonderful time, and had only one flat tire going and one coming back. That's not so bad.

When Switchman Charley left here on his sixty day jaunt to Asheville, North Carolina, in his new Hudson, he said, "I'm going to run the wheels off it." Charley got back recently and we then learned that he had had a wonderful time, outside of one little mishap just outside of Sheridan, Wyoming, when Charley must have changed his mind about running the wheels off and wanted to see how she would run upside down. With his wife and two sons in the car and Charley at the wheel, he turned a complete sommersault and very luckily landed back on four wheels and there was not a scratch in the carload. They were delayed nine days and then continued on to Asheville, North Carolina, where they spent a very nice vacation.

Conductor Claude Stone and family are taking a thirty day trip to visit the folks in Roganville, Texas.

Conductor J. L. Decker and his wife are visiting relatives and friends in Hancock, Missouri, and will not be back until December 17th.

Motorman L. W. Schoffner had to have his yearly trip up north and, accompanied by his wife, tripped up to San Francisco and environs, and will be gone for five weeks.



The picture on the left of Conductor Francis Donnelly of Division Five, and his fiancée, Miss Agnes Ferguson, was taken at June Lake in the High Sierras, where, accompanied by his mother and sister, he spent the best vacation of his life. While there only one week, Conductor Donnelly crowded just about one month into that one week. What made it even more pleasant was that he met a young chap by the name of Eddie Anshutz, on the right, a guide at the camp, and upon learning that Donnelly was with the Los Angeles Railway, he helped even more as Eddie Anshutz turned out to be the son of Motorman M. D. Anshutz of Division One. While we see in the picture some very nice trout, Donnelly said the one that got away was the biggest he ever saw, but we all know that the ones he landed tasted a whole lot better.

Instructor Oscar Elrod smokes all kinds of cigarettes when the Trojans win, and how happy he was after the Stanford game. I know three guys who got stuck for two packets.

We are all sure glad to see Motorman Floyd Doherty back on the job again after a long illness and here's hoping he stays for good this time.

Motorman Jack Nusko, we are glad to say, is getting along fine, and from what we have heard has made two or three trips down to the hospital, and not to see the doctor either.

Who is that Scotch conductor who is too tight to give his motorman two bells?



JACK BAILEY

How about some pictures, boys? Of the baby, that hunting trip, that mountain cabin or what have you? We scribes can hardly find time to ask each of you personally, so bring them to us voluntarily. Thanks.

Jimmy Hale, Progress Clerk, is reported on the sick list. Buck fever Jimmy?

Harry Longway, Sid Ormston and Jack Bickford were guests of the Culver City Kennel Club last month. And can Jack pick 'em. He picked a nice new Auburn to smash his Chevrolet into. Better change hair tonics, Jack.

Truckman L. Spratt boasts so much of his trained rabbits that the boys are taking notice of his bombastic orations. They find that he spends most of his spare time out with his pets. Maybe H. Lock and Bill Thun could get a little shooting practice on Spratt's ranch before the big jack rabbit hunt next month.

Truckman E. Lendy is so sure of the results of the coming election that he is trying to trade a six-gallon jar for a twelve-gallon jar. Business is good.

Art Edmunds, of the "C" Inspection Department, lost a few days last month due to illness.

Jack Sottile reported the rattlesnakes so thick in the desert that jack rabbits use them for alarm clocks. Better luck next time, Jack.

If Fire Chief W. Aldrich don't stop fooling the boys every Friday with those false alarms he will regret it some day.

Carpenter Al Dellinger made himself conspicuous by his absence for a few days the first of the month. Al is a great believer in that old saying: "A strong mind and a weak back."

Carpenter Ray Ernst, number one man of the coach wrecking crew, reports this month's find: Two tokens, five dimes, one nickel, seven pennies, three sticks of gum, five beads, four safety pins and one wedding ring.

Everything checked with Ray but the wedding ring. Never again, says Ray.

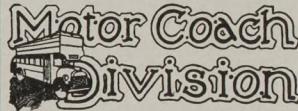
Two old timers of the Carpenter Department are reported on the sick list: T. C. Shelford and M. Wassell. Wassell

has been placed on the special 26-weeks recuperating list and plans to go to the mountains.

Machinist W. W. Huskie, upon reading of Hollywood's demand for a real man to be starred as "The Lion Man," at once put in for permission of absence from his foreman to apply for the job. But the opportunity for fame and fortune and divorcees passed by Mr. Huskies' door. His boss said, "No!"

H. Heuer is back on the job in the Winding Room after being laid up for several days.

J. Matula, of the Upholstering Department, found himself in possession of one of the old double-deck bus bodies that is being dismantled at our Shops. He plans to transplant it on his thirty acre ranch at Yucaipa for cabin purposes. Yes, Yucaipa is in the United States, just ten miles north of Redlands.



J. H. McCORNACK

The boys gave till it hurt this year and put the Community Chest drive over 100 per cent. R. L. Griffith was the first to sign up with his heart full of charity.

Ben Towsley needs a helper or a pair of stilts. He cannot reach the school signs.

A new punching bag rack has been purchased and will be set up to save a few noses and eyes.

W. K. Smith, with a full load of passengers, was asked by a lady how much he would charge to take her by the St. Vincents' Hospital.

R. W. Bailey parked his car in the shade of the old pepper tree and the wind blew the tree down upon it. The boys helped him get it out without much damage.

C. S. Wise says the only way to keep the dirt out of your eyes on Ascot Speedway is to blink them like a bullfrog in a hailstorm.

Operator Rowlands, of the Beverly-Melrose Line, suffered a dizzy spell and made the wrong pull-out terminal.

R. L. Griffith doesn't like it, when he is out cruising in his high powered car, to have another car shift into second as it passes by him.

Operator Teel absent-mindedly pulled into the curb to pick up six old ladies while riding his motorcycle.

Now that vacation is over T. R. Swisher is enjoying his new run on Washington.

L. Johnson, "Tripod Kresge," and the neighborhood dog have formed a glee club.

Mike Besenty took a trip up north. He found a lovely grassy spot to camp on one night after dark but when morning came found himself in a cemetery.

Operator Reed and Conductor Peterson have been seen driving up the boulevard empty, wondering what trip they were on.



We wish to introduce **Geo. Goehler**, the most versatile young man in the Motor Coach Division. He is an excellent chess player, a staunch politician, recommending non-payment of the bonus, and an ardent football fan. He is to be the new coach at Stanford next year. George is also in the matrimonial market, blondes preferred.

It is reported that Operator King has been lying down and letting Grandpa Williams do the work.

B. G. Danley wonders if they make larger tires. He would like to put them on his Ford.

It is easy to hear that Dyas is back on the board.

We are glad to have Conductor Farrell back on the job after a successful appendicitis operation. If he has any more cut away we are going to have a hard time finding him.

Supervisor H. E. Sweet is trying a new diet of ground thumb on his rabbits. He also has a new place for his Sunday hat. It is in Mill's locker.

#### GARAGE

The Community Chest drive was answered by the spirit of giving till it hurt. No. 2 and No. 3 Shifts were 100 per cent and the 1st Shift 96 per cent, which brought the total donations 56 per cent higher than the total contributions of last year.

Wally Weberg has been developing his own pictures but has decided that he isn't so good. He developed one of himself that didn't show his mustache.

Marvin Tucker is going over to Scotland to show them some new tricks. His latest is taking home day-old newspapers.

Floyd Nolf's wife gave him a surprise party and a nice present on their last anniversary. Two of the guests, Jack Savage and Dick Starling, also received presents—from the Inglewood speed cops.

We are sorry to learn of the demise of Ed Garthorne, formerly of the Stock Room.

Joe Gentry was in for a visit. He looks quite well and says his operation was entirely successful.

Lee Bignall doesn't think it necessary to report an accident to the police.

Painless Parker sent 5 pounds of dates to the Meter-Mileage Department and Dan Johnston ate them all.

G. C. Rorer entered his parked car at Alvarado Terrace and a bandit climbed in beside him and poked a gun in his ribs. "Drive as I tell you," the bandit commanded, and Rorer obeyed. In an alley near Vermont the bandit robbed him of \$10.40 and ordered him out of the machine. The car was recovered later by the police at 12th and Sentous Streets.

Benny Walters looked so sick to an elderly lady on the street car that she

wanted to get up and give him her seat.

E. Graham thinks he will win the whopper contest in the Liberty Magazine if Bignall and Hume do not hear about it.

R. Taylor ran against some stiff opposition while sliding into second base with the result that he sprained his ankle.

John Marvel attended a card party. When he first looked at his cards they were all aces but the more he looked at them the more spots they had.

Shelly is pinch hitting for "Hector" in the Machine Shop.

Claude Simmons is now chewing Copenhagen. We haven't learned his nationality.

Jack Pjerrou asked Frank Brunner if he shut up all of his chickens last night.

Jimmie Deam religiously locks his car every day but leaves a window open and wonders how the boys get into it.

Harry Nordmark still thinks Stanford won that U. S. C. game.



F. F. ROBEY

#### DIVISION ONE

Introducing new men who have been transferred from the Shops and Divisions: A. H. Bromilow, R. P. Adams, J. W. Gilliland, F. J. Miller, W. K. Nokes, S. P. Rosnick, H. F. Cass, T. S. Hartley, A. J. Williams and (Tex) J. W. Mathis. Boys, we are glad to have you with us.

Tommy Lambert has returned to work after being off sick the past two weeks.

The boys of Division One wish to extend their sympathy to Mr. and Mrs. G. L. King. Mrs. King's sister passed away October 16th.

S. P. Rosnick has been on the sick list the past two weeks but is getting along O. K. now. Hope to see you back soon S. P.

Duck season opened November 1st and some of the crack shots on the Night Shift are getting all set. Will say more about this in the next issue of Two Bells.

Division One claims they have the cleanest cars on the system and if you don't believe it ask Bill McGowan, the Foreman Cleaner. Anyway the boys are interested in their work.

#### DIVISION TWO

This isn't the biggest department but they went over in the Chest drive—and not a kick.

Inspector R. E. Jones is going to see the football game this Saturday, if it doesn't rain.

S. T. Brown from Division One was back in his old haunts the other day just to finish up some of the things he had left undone.

Scotty Carmichael, the Relief Watchman on Night Shift, is still thinking about brake shoes. He gets a kick out of checking up on the "C" Inspection Cars

when at old Division Two. Scotty knows his brakes.

H. T. Brown has learned it doesn't pay to steal a box of matches from home, especially if you accidentally set them afire while working and burn your clothes. But the worst of all came when the watchman told him to get out on 54th Street if he wanted to burn.

#### DIVISION THREE

Willard Houston was off sick for two weeks but is back again O. K.

Fred Keller moved to La Crescenta, up in them thar hills where the wind blows.

Jim Scothorn has a radio pickup now so he can tell himself all about what is going on.

Bud Magin is happy again. His wife returned from the hospital greatly improved.

The boys cleaning cars sure have shown they know their stuff.

Walter Alport has been transferred to Division Five, days.

George Treener actually drives the family bus now. Wonder why?

Pearl Haywood is getting used to night work. Watch your step, Casey.

Red Roman took his Ford and went to Coachella Valley last Sunday.

That appendage under Lathrop's nose is gradually taking shape.

#### DIVISION FOUR

Mr. Crowthers when leaving the Shop on the night of October 26th, tried to run a radio police car off the street, but after sliding down the street about twenty feet he was stopped and informed he was not in Utah herding sheep now.

Charlie Furrer was around to see the boys the other day. He is looking fine after being in the hospital for a minor operation. The gang will be glad to see you back at work again, Charlie.

Introducing George Ramsey, the new man at the Division. Glad to know you, George, and make yourself at home.

Very sorry to hear about Allen Meadows' wife being sick and we all wish her a speedy recovery.

Henry Watts is back at work after being off a few days with a bad cold.

Doc Mullins gave the boys quite a shock the other morning when he drove up to the Shop in a new blue car. But after an investigation we found he had only painted the old Chevrolet. It sure looks good, Doc.

#### DIVISION FIVE

Wheeler Ellis found out what was wrong with his auto when the engine would run but the car stood still when in gear—broken axle replaced while you wait.

Geo. Sundeen got home on the 13th of last month and to his surprise found that he had left his car at work.

Red Fulton got so good painting car roofs that he went home and painted the garden fence. Surprised all the neighbors.

Bert Hayward is getting his summer vacation by spending the week-ends in San Fernando Valley.

All the boys seem to know that Fred Dudley mowed his front lawn. (Wonderful thing is radio broadcast, Fred).

Evidently Ernie Shaw will soon take the iron claw out of the cafe where he eats. He is still making payments on it. Puts in the nickels so fast he can not count them, but everything he gets out costs him fifteen cents.



H. I. SCHAUBERT

Congratulations, and best of wishes, to Harold Conacher in his new work. And here's to success for the Doc Robey column. Come over some time Doc, and make us prove it.

\* \* \*

#### Wedding

On Saturday, October 29th, "Kid" Putnam was married to Olive Wiley. Congratulations, and don't let Charlie Plume get your goat. He was more than twenty-one when he got married.

\* \* \*

The deepest sympathy of the Track Department is extended to James Handley on the recent death of his wife.

Claud Hall is rapidly recovering from his recent operation. He paid a visit to the Yard the other day and expects to be back to work soon.

Dick Weston's boy, Roger, was seriously injured when struck by an automobile while crossing Whittier Boulevard the other evening. He received a broken leg, along with severe bruises.

Harold Shelford was painfully injured on a recent hunting trip when he volunteered to release the hammer on a friend's shotgun. Of course Harold's thumb had to slip, and the recoil of the gun as it was discharged drove the hammer back into said slippery thumb.

Mike Finn's illness proved more serious than was expected. He was unable to return to work until October 22nd.

Walter Capps is certainly having a run of hard luck. The other day he had a wreck which did not do the old Star any good. And now Clarence Zuber has beaten him pitching horse shoes. Sure tough, Walter.

Green Foulkerson, as full of pep as ever, dropped in to the Yard the other day to say hello. He asked to be remembered to all his old friends.

Clarence Zuber made good use of his training as an ambulance driver, when he picked up an injured boy who had been struck by an automobile and carried him in to a doctor's office for first aid treatment. That's using the old bean, Clarence.

Sam Cohn won a shotgun in a raffle the other day by drawing number one. But, when he decided that number was not lucky and drew another, he played Santa Claus to one of Bill Swearingen's men who was perfectly satisfied with number one, and incidentally, the shotgun. Oh well, Sam's ol' single barrel is still good enough anyway. He just likes to hear it go off—doesn't expect to hit anything.