

# TWO BELLS



## MORNING PRAYER

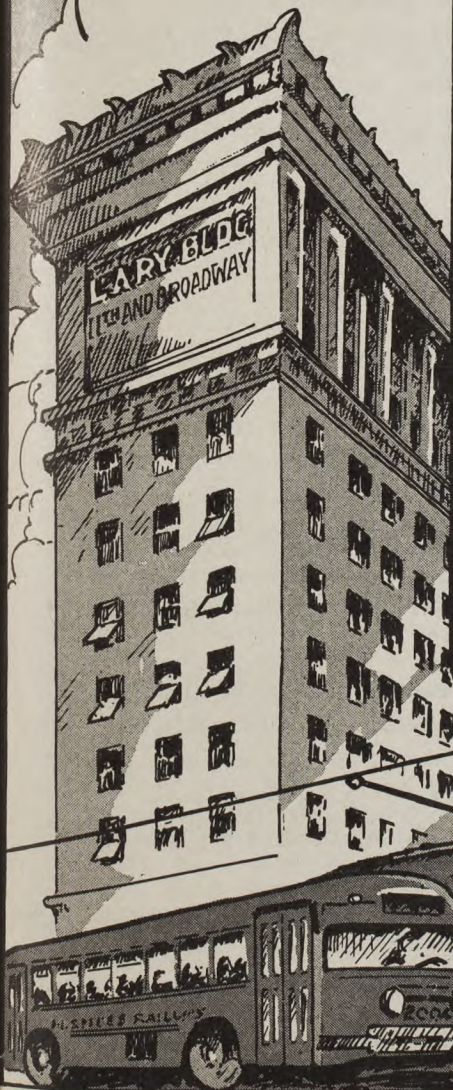
LET me to-day do something that shall take  
A little sadness from the world's vast store,  
And may I be so favored as to make  
Of joy's too scanty sum a little more.

Let me not hurt, by any selfish deed,  
Or thoughtless word, the heart of foe or friend;  
Nor would I pass, unseeing, worthy need,  
Nor sin by silence when I should defend.

However meagre be my worldly wealth,  
Let me give something that shall aid my kind—  
A word of courage or a thought of health,  
Dropped as I pass for troubled hearts to find.

Let me to-night look back across the span  
'Twixt dawn and dark, and to my conscience say—  
"Because of some good act to beast or man  
The world is better that I lived to-day."

—Ella Wheeler Wilcox



## In Memory

**T**HE first of April this year marked the first anniversary of the passing away of George J. Kuhrts, our former President. Flowers from many friends made his last resting place into a bower of beauty on that day.

Mr. Kuhrts was loved by all of us in this company and we have missed him more than we are able to express in words. His memory is still alive and warm in our hearts and we want his loved ones to know this.

## Let's All Pull Together

**M**ACHINERY works for you. Steam and electricity work for you. Even animals and plants work for you, but no man has ever discovered or invented anything that can work WITH you—except another man.

To be able to cooperate is a privilege given only to mankind.

Let us take advantage of this privilege. Let us work in harmony—for each other's welfare—each other's increased prosperity.

It is the gift which civilization gave to the human being—the ability to work with each other toward a common goal.

## Stop and Go

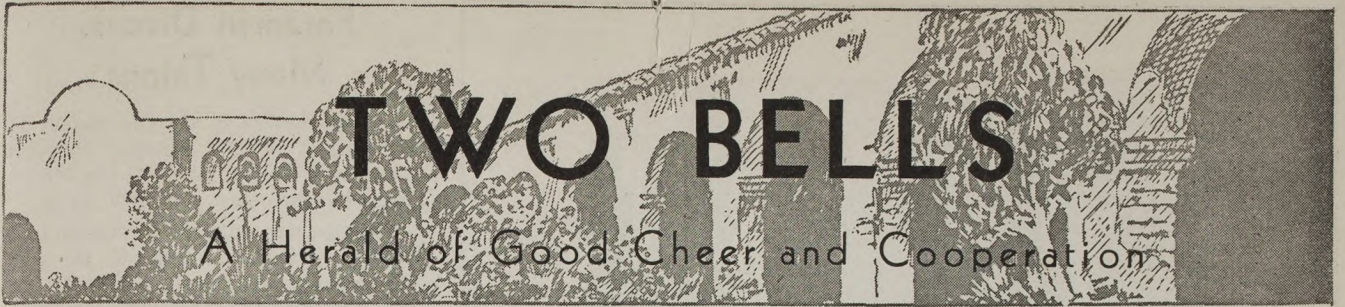
**T**WO BELLS staff has frequently extended invitations to employes to submit stories, news items, pictures and other material considered suitable for publication. A considerable quantity of such material has been received. However, we are renewing the invitation to our readers to submit their contributions.

The kind of stories most acceptable are those that tell about unusual activities of employes. If an employe has an unusual hobby, if he does something outstanding in the community, if he has a better flower garden than his neighbor, he offers possibilities of a good story.

Articles written in non-technical language about the way different kinds of work on the property are handled, also will be welcomed. Pictures, when obtainable, should come along with the information.

Articles should not be too long. If, on account of lack of space, we are compelled to use the editorial meat axe on your brain child, do not be discouraged—such is the fate of authors.

There is one thing, though, on which we hang out the red signal. That is poetry. Please don't send in poetry. We use very little verse and that is readily procured. For news items and informative stories and pictures, the light beside the editor's open door shows green.



# TWO BELLS

A Herald of Good Cheer and Cooperation

Published Monthly by and for Employees of the Los Angeles Railway

Volume Fourteen

April, Nineteen Thirty-three

Number Four

JANET C. McNEILL

Publicity Manager and Editor

## Our Opportunity

By E. R. DYE  
*Operating Superintendent*

One of our daily newspapers is distributing desk cards telling us that 1933 is the Opportunity Year. We, of the Transportation Department, have opportunity with us every day. Webster defines "opportunity" as being a "fit or convenient time, favorable occasion, a conjunction of circumstances which make certain action possible, with probability of success, advantage or gratification."

Never before was there a more fit or convenient time or a more favorable occasion to put our shoulders to the wheel and take every advantage of our opportunity to assist our company in making a success of changes now taking place in our own transportation field. I particularly refer to our one-man operating program.

In every city in which a one-man operation program has been launched the same complaints have been made as are being made here. People complain that one-man operation is slower; that it produces accidents and from various other angles find some cause for complaint. The experience of other cities is entirely contrary to this contention and in every city in which one-man operation has been inaugurated those very people who at first complained of one-man cars are much better satisfied with one-man operation than they had ever been with two-man operation. With one-man operation it is possible to provide a maximum degree of service to the traveling public.

On every line on which we have inaugurated one-man operation we have been able to maintain closer headways. This is a most desirable improvement and we have not found it necessary to increase running time to any appreciable extent. True, our operators,

on account of the newness of their duties, have in some cases not been able to handle their cars as expeditiously as with two-man operation, but, with an increased familiarity with their duties, this will disappear and we will find, as has been the experience in other cities, that one-man operation does not slow up the service, neither is it more hazardous.

It is up to every employe to embrace this OPPORTUNITY to sell to the traveling public this type of service.

As we progress in this program, we will undoubtedly find it possible to improve our type of one-man car, and it certainly behooves every one of us to enthusiastically support this or any other program which our company, after due and serious deliberation, sees fit to launch.

## Congratulations

C. A. Henderson, Secretary-Treasurer, celebrates his 38th year of service with the Los Angeles Railway on April 15th.

Mr. Henderson is well known to every one of us and our very best wishes go to him on this anniversary and we hope he will be with us for many years to come.

## Trial Coach on Slauson

Coach service on Slauson Avenue was placed in operation March 27th for a trial period of sixty days. Every effort should be made to accommodate passengers with information concerning connections with this line to the end that this new service will be patronized and permanent service justified.

## Year's Showing of Personnel

By R. A. PIERSON  
*Superintendent of Personnel*

The fiscal year for the Personnel Department closed February 28, 1933, and I have been making a study of results of our last year's experience, and feel that I should thank all members of the Employees' Benefit Fund Plans for their hearty co-operation, for through this co-operation it has been possible to reduce the cost of the Medical Plan with as good or even better service in most cases than before.

In order that you have some idea of the volume of work in the Medical Division of this Department, I will give you the following statistics: There were 133 hospital cases during the fiscal year, 54 of which were major operations, 35 minor operations, 24 other sickness such as pneumonia, etc., 7 broken legs, 1 broken arm and 12 other injuries. Out of the 20 injuries which were serious enough to be hospitalized, 9 occurred off duty, 3 of which the parties were on holiday or week-end trips. There were 740 employees on the sick list during this period who were off duty eight days or more, and while a tabulation has not been made for the entire year of the exact number of cases treated by the Medical Division, I find in checking one month, which was an average month, that only about 33% of the employees who were under medical care were off long enough to draw indemnity under the Sickness and Accident Policy, that is, off eight days or more. Using this ratio, the Medical Plan would have taken care of between 2,000 and 2,500 cases during the fiscal year.

Occasionally a misunderstanding comes up in regard to the payment of Sickness and Accident Insurance claims and I would like to make it clear that it is absolutely essential for

## Foremen Discuss Many Things

A continuation of the discussion on the subject of the Human Element constituted the program of the March Foremen's meeting at South Park.

Billy Brown acted as chairman and threw the meeting open to all who felt the urge to speak. Doc Robey was the first to break the ice with some thoughts on the enforcement of cast iron rules. He was followed by Walter Dewhirst. Ray Anderson, the next speaker, gave a very interesting talk on Fear as the driving force that started man on the road towards the development of the civilization which we have today, and which is still one of the dominating factors in our daily lives.

Doyle Rishel urged men to play games. The playing of games develops leadership, makes men more honest and makes for self control, he said.

Frank O. Rowbottom read a most interesting paper, excerpts from which are printed elsewhere in this issue. Following him, G. F. Borngrebe and W. R. Cavett made short talks.

Billy Brown gave instances out of his own personal experiences where, by the use of kindness and tact, men had been set on the road to right and successful living, but where lack of understanding of their problems would have sent them to failure and despair.

Mr. Jordan spoke briefly on the necessity of rules and strict regulations in any organization so that uniformity of action and results might be obtained and that the work might be co-ordinated. If one mechanic deviated from the blue print of his portion of the design, the entire structure would be faulty. So a big organization like ours must have rules and every employe should live up to them.

Walter Brown read a short paper on rules and their enforcement. He said a condition sometimes arises that was never thought of and this leaves an opening for the changing or breaking of a rule. In such emergency cases, get the advice of your superior if possible, if not, use your head and good common horse sense and do not get panicky. If it is not an emergency, consult your superior before proceeding.

F. T. Burchett wanted to know if the reports on equipment failures were helpful to those who received them. It was agreed that they should be continued.

The next meeting will be announced by bulletin.



George J. Kuhrts, our former President, and his grandchildren. This picture was taken at a family dinner in honor of the 63rd birthday of Mr. Kuhrts, January 10th, 1932.

The children, from left to right, are: Georgia Myra Murray, age 12; Charlotte Ann Kuhrts, age 14; Patricia Lou Kuhrts, age 9; George J. Kuhrts, III., age 10, and sitting on her granddaddy's knee is little Claralee Kuhrts, age 5.

### *(Personnel Continued)*

the Personnel Department to have medical evidence before indemnity can be paid. The employe must place himself under a doctor's care and remain there until released by the doctor to resume duty. We are paying out money belonging to the insurance company and we must adhere strictly to the provisions in our policy in paying these claims.

In a recent notice posted you were advised that the permanent and total disability clause, which was carried in our group policy with the Aetna Life Insurance Company, was eliminated March 1, 1933. In place of this a provision was made which takes care of an employe after termination of employment under certain circumstances. In our new certificate, which you will receive shortly, this is explained very clearly under "Termination of Insurance," which reads as follows:

"The insurance of any employe shall automatically cease when the employe fails to make the required premium contribution, or upon termination of employment, whichever first occurs, or upon discontinuance of the group policy.

"However, the policy provides that if proof is submitted to the Insurance Company at its Home Office within 15 months after cessation of premium payments with respect to an insured employe

"1. That such employe stopped work with the employer on account of disability from bodily injuries or disease which prevented the engagement in any occupation for compensation or profit,

"2. That such disability was continuous between the date of cessation of premium payments and date of death of the employe,

"3. That the death of such employe occurred before age 65 and while the policy is in full force and effect and within a period after the cessation of premium payments not longer than the time such employe's insurance has been in force at the date of cessation of premium payments but not longer in any event than 12 months,

"then the amount of insurance on the life of such employe at the date of cessation of premium payments, less the amount of any policy issued on the life of such employe in accordance with the conversion privilege prescribed in this certificate, shall be paid to the beneficiary. The right given by the policy to the employe to change the beneficiary shall continue during the period mentioned above."

I feel confident that during this fiscal year, with the co-operation of all members of the Plans, we will be able to operate more efficiently and at less cost than any time since the Plans were inaugurated.

## Emotional Reactions

(Excerpts from a paper by F. O. Rowbottom, Chief Clerk, Automotive Equipment, read to the Foremen's Meeting at South Park Shops, March 4th.)

In practically every organization of any size we are able to pick out a number of different types of individuals, each type being actuated by different negative emotions.

We find the man who procrastinates, the man who worries, the man who lacks will-power and determination, the man who lacks confidence in himself, the man who lacks ability to meet changed conditions, the man who shows unwillingness to assume responsibility, the man who is filled with doubt, the man who is filled with fear.

These negative manifestations of the mind are real barriers which keep these men from making normal progress.

Now in contrast to these men, we have the positive types. We have the man who has faith—faith in his employer, faith in the business and faith in his own ability to carry on satisfactorily for his employer's best interests.

Then we have the real action man, the man who not only has faith in his employer and the business and confidence in himself, but he has imagination and vision. He looks ahead five or ten years perhaps and imagines what advances his business will make. He realizes that no artist ever painted a picture until he had first imagined it and he knows that every advance is the result of someone's imagining.

Usually a man of this type has learned to keep his mental condition under control at all times by harnessing it down with the throttle of good judgment, which is simply the ability to sift out the small things from the large and to give each its true proportion and value in the scheme of things.

Motivating influences, be they good or bad, often spring from certain outside conditions—pre-natal condition, home environment or associations.

We are told by eminent medical authorities that there is a transference of impressions through the psychic stream of the mother to the unborn child. The expectant mother who is surrounded by the beautiful, positive things of life will transmit something different to her child than will the mother who is scourged by negative emotions.

Let us look at the effects of home environment. We are sure that the

man who goes from his work to a home that radiates harmony and joyful living, will carry back to his work the reflection of these conditions, while a man who goes from his work to a home torn by discord and other negative influences, will bring back to his work some of these impulses unless he is of a very strong will and successfully combats them.

The man who makes it a point to associate with people of high standards and a comprehensive grasp of the good things of life, will unconsciously be lifted to a higher plane of human emotions and will reap the reward in his own self-satisfaction.

As an example of the reaction of negative emotions on a man, let us take the man who is filled with fear. Do you remember reading the story of the Legend of Sleepy Hollow? Here was a man scared to death by an apparition which chased him across the bridge, past the church and into the valley of Sleepy Hollow. Then finally the ghost threw his head at the schoolmaster and was never seen again. The head was found next morning to be a pumpkin. Business organizations today are full of the Ichabods of Fear and a lot of these have pumpkin heads. If we can help this type of man to get interested in his work and distract his mind from his ghostly thoughts, we will help him to get onto the road of determination to act.

In the realm of mechanics we strive to get just the right greases and oils so that our machines will give us the longest possible life with the least possible frictional wear and consequent upkeep expense. We know that various mechanical devices take greases of widely different component parts.

How seldom do we stop to realize that our own infinitely more complex human machines, constituted by the Almighty on widely differing emotional molds, demand even more attention if we are to obtain a maximum of efficiency over the longest possible period of time?

## No Delays

Simultaneously with the starting of the bank holiday, our street cars staged a little week-end holiday of their own. According to the daily report sheets gotten out by our Chief Dispatcher, Jim Bodley, there were no street car delays on March 3rd, 4th or 5th.

## Anniversary of Service

On April 8th, R. A. (Bob) Pierson, Superintendent of Personnel, celebrated his thirtieth anniversary with the Los Angeles Railway.

Bob started his career on April 8th, 1903, as a motorman at Division One. He climbed the ladder bit by bit and today, as we all know, is one of our valued executives. We all hope that Bob Pierson may remain on the job for many years to come.

## Square and Compass Extends Invitation

On the night of March 18th, the Square and Compass Club enjoyed its second dinner at the New Hotel Rosslyn. On this occasion it was a Southern baked ham dinner with all the fixin's.

The entertainment was conspicuous by its absence, due to the amount of pressing business which had to be taken care of. However, we had a community sing and were favored with some very fine talks by Brothers John Collins, F. Van Vranken, R. A. Pierson, L. F. Sparks and several others. Johnny Collins is credited with having rendered his masterpiece that evening, and we hope that he continues to keep the good work up.

Our next meeting will be held Saturday night, April 15, 1933 at Division Three at 8:00 P. M. sharp, and all Masons in the employ of the Los Angeles Railway are cordially invited to attend this entertainment and meeting. This is an open meeting to Brother Masons only. There will be vodvil, smokes and refreshments, and one thing in particular that will be of interest to everyone, will be the showing of pictures and the talk on "The Romance of the Development of the Los Angeles Railway" by Brother E. L. Lewis. Glenn Culp will officiate at the projection machine. You will see pictures of the very early days of Los Angeles, and Brother Lewis, who was an eye witness to the growth of our fair city, is very well qualified to relate how it was done. By all means, don't miss this opportunity to see free, what thousands would gladly pay a premium to witness.

So, we'll be seeing you at Division Three, Saturday, April 15th, 1933 on the second floor, and remember all employes who are Masons, whether members or not of the Square and Compass Club are cordially invited.

WALTER J. BORN,  
Recording Secretary.

## Meeting the Test

By JOHN COLLINS  
Supt. Meter-Mileage Department

Nature seems to be constantly testing our mettle, trying to keep us up to a certain standard by warning us of a weakness in our structure. Those who meet her requirements seem to be passed by unnoticed while the others are continually in trouble.

Meter operation works along similar lines. Men above the average are seldom bothered. Those in black, but below the average, can be better, while the group below the standard set for the line are under observation and instruction until they either improve or are eliminated.

Most of the men are doing their best. Some are satisfied to just get by, and there are a few who, instead of trying to raise themselves to the standard, endeavor to get the good operators to lower the standard. The amount of energy used by these men in trying to pull others down to their level would lift them up where they belong if properly applied for it is a fact that it takes more effort to make a failure of correct operation than it does to make a success of it.

A number of men think that if too great a saving is made the bogie will be lowered, making the work so much harder. The bogie will not be changed unless there is a line change which justifies it and even then it is as likely to go up as it is to come down, but it will not be so high as to keep the poorest man on the line from getting in the black. He must, however, pay attention to what he is doing. He can not have his attention or interest scattered over many things that do not pertain to his work and expect to master the job. Saving records are not made by wasteful efforts.

About one man out of every six feeds the first, second and third notches too fast in starting, and does not take into consideration the aged or infirm person who may have just boarded and who is entitled to such consideration. These same men, as a rule, do not pause on the last series notch.

In running, a man must pay attention to conditions ahead. While stopping his attention is needed on the way he stops so he may avoid skidding the wheels. About one man in every six skids rear drive wheels in stopping because he does not release the air ahead of the locking point.

If five men out of six feed right in starting, and five out of six can stop without locking the wheels, what is wrong with the others? Just this, they did not pay attention to what



Left to right, standing: Joe Nolan, Left Fielder; W. E. Maupin, Right Fielder; Tom Casey, Catcher; Charles Ames, First Base; Ed Derum, Third Base; E. Knapp, Shortstop; G. Harville, Pitcher. Front row: R. W. Taylor, Captain and Second Base; L. Chiaro, Center Field.

they were doing and, as they are rough on the passengers in starting and rough on equipment in stopping, they must expect rough treatment in return. For paying attention pays only in the coin of the thing selected for attention.

## Veterans

The first dance of the year, held at Patriotic Hall on March 25th, was a big success. A record breaking crowd turned out for this affair and the only complaint we heard was that the evening did not last long enough—midnight came to soon.

The next dance will be held May 6th and the same peppy orchestra that was on hand on the 25th will do its stuff again.

On May 18th the Canadian Legion is putting on a big show in the Main Auditorium at Patriotic Hall and our Comrade, Dan Johnston, Commander of Post No. 10, Canadian Legion, has extended an invitation to all the comrades of the Los Angeles Railway Veterans Club, and their families, to be present. This show will be something to talk about and our advice is don't miss it.

By the time Two Bells is out you will receive your regular bulletin. If you do not receive a copy of the bulletin see your Division Commander and find out why. Every comrade should receive a copy of the bulletin.

That's all. See you at Patriotic Hall on the 18th.

J. A. MADIGAN, *Adjutant.*

Captain Taylor is to be highly commended for gathering together this group of baseball players and that is exactly what they are and what they intend to do this season. They have only lost one game last month in their pre-league activities and have let down the Santa Vine Street Club with a score of 4 to 2, have taken in the Hollywood Japs 10 to 9, have beaten the Belvedere Athletic Club 10 to 9 and played merry-go-round with the Sportsmen's Club to the tune of 15 to 6. These are all veteran teams so Captain Taylor is entering the Southern California Managers Association League with some well-founded hopes.

## George Goehler Wins Chess Honors

George Goehler of the Motor Coach Division won in the chess finals at Sacramento; and, this being the third consecutive year to win, he brought the cup home with him. It is to be mounted in the lobby of the Los Angeles Athletic Club as a permanent trophy.

## Harry Jones Goes to Chrysler Factory

Harry Jones of the Garage sent in some drawings of a motor to the Chrysler Automobile Company showing how he could reduce friction and increase accessibility.

He received the usual form letter in reply but a few days later a telegram came informing him to report to the Chrysler Laboratories at Harrisburg, Pennsylvania. Harry left us March 15th and we wish him well.



Front row, left to right: Bert Timbs, Center Half; Rex Guignard, Left Half; Bill Wilson, Center Forward; Jack Bailey, Outside Right. Standing, left to right: Tom Frew, Outside Left; Bill Reynolds, Right Half; Sid Ormston, Left Back; Earl Scholes, Reserve Player; Ben Bradfield, Goal Keeper; Roy Perilliard, Right Back; Howard Beebe, Inside Left; Bob Calderwood, Inside Right; Arthur Arnold, member of the Southern California Referee Association, who, as a member of the L. A. Railway family, assists in the coaching of the boys in the latest Soccer technique.

## Lary Soccer Team Plays Old Country

This picture was taken after the first half of a match had elapsed. The boys were playing a picked team of Old Country players and when the time expired the score stood even at 3-3. After playing extra time, the Old Country scored the deciding goal, ending the game at 4-3. Soccer is a game that is rapidly gaining in popularity along the Pacific Coast and not only is a fast playing game, but is also a thrilling and an exciting one to watch. We believe that any of the L. A. Railway employes who come out to 62nd and Harvard, Saturday afternoons at 2:30 P. M. will thoroughly enjoy themselves.

W. T. REYNOLDS, *Club Manager.*

## Fishin' Time

Why that far away look in the eyes of the Supervisors as they gaze at the budding trees and the blue spring sky? Why, fishing time is near. Too bad for the early worms for they will find themselves on a fishing hook.

Only the other night Bill Snyder caught Sherm Beals digging worms in his back yard. Sherm thought Bill had gone out for the evening.

## Chess Club Makes Debut

The Game's the Thing! to paraphrase Mr. Shakespeare. A new aggregation has come into being to add interest and comradeship to our everyday affairs, it is the Los Angeles Railway Chess Club.

The first meeting was held on March 21st to organize. George Goehler of the Motor Coach Division and winner of many chess championships, acted as instructor. He played 14 men at one time and beat them all.

An unique instruction chess board and men were designed by B. H. Eaton and donated to the Club. Wood working is a hobby of Bud's and he has turned out some beautiful examples of the art. This chess board, which is three feet square, is no exception. It is made to hang on the wall; a hole is drilled in the center of each square and the chess men are on plugs to fit the holes. In this way, consultation games can be played with any number of players on the side.

The April 3rd and April 10th meetings were devoted to receiving instructions from Goehler. The next two meetings on April 17th and 24th

will be practice games, or an improvised tournament. The following two meetings, the games that are played will be broken down on the instruction board and the various plays discussed as to what should or should not have been done.

The Club meets in the Instruction room at Division Four every Monday evening at seven P. M.

The Club members would like to enlarge the Club and anyone wishing to join will be welcome and should join at once in order to receive the benefit of the instruction games.

The Club's goal is to develop a chess team to enter Class B tournament for Southern California to be played in Los Angeles.

The following are the members of the Los Angeles Railway Chess Club:

George F. Goehler, S. Bennett, Ed Ramsey, A. L. Juul, Frank P. Shull, B. H. Eaton, L. E. Dye, J. H. McCornack, J. W. Murray, H. D. Taylor, H. Petrie, Walter Whiteside, Clyde Fly, Joe E. Adams, H. E. Jordan, Wm. Mott and G. G. Scott.



## Night Ball Team

Front row, left to right: Benny Walters, N. Lane, Claude Simmons, Frank Ralphs, Captain G. Oliver and C. Fletcher. Standing, left to right: Ray Sudano, Louie Chiaro, Bill Wilson, Jack Savage, Eddie Serabia and F. L. Land. All these men are from the 16th St. Garage and have been very successful in their pre-season games under the captaincy of George Oliver. George is entering his club in the City Industrial League. They will have a game at least once a week on the Manchester and Hoover diamond and are looking forward with high hopes for a successful season.

## Checker Tourney at Five

The Division Five Checker Tournament got away to a real good start. Standings to March 27th are as follows:

	Won	Lost	Drawn	Pct.
Lane, W.....	17	2	1	.875
McClurg, D. D.....	12	4	0	.750
Caldwell, W. G.....	4	1	3	.687
Mathias, R. G.....	15	7	2	.666
Bourland, J. E.....	10	5	1	.656
Smith, J. H.....	8	8	0	.500
Taylor, M.....	8	12	0	.400
Ginger, F. T.....	5	10	1	.344
Howard, M. C.....	4	8	0	.333
Phelps, M. B.....	5	11	0	.312
Hildebrand, R. V.....	8	8	1	.292
Butcher, E. U.....	0	15	1	.031

Bill Lane is playing true to form. W. G. Caldwell is on the sick list, but will sure be heard from when he O. K.'s. D. D. McClurg has certainly surprised us all, while "Tex" Bourland, whom we expected to be at the bottom, and Esco Butcher, who should be at the top, have both disappointed. Players are requested to please play off all postponed games as early as possible.

## Scrappy Tokens

Although The Tokens, the Girls' Basketball Team, did not finish the season as champions of the league they put up a terrific battle with each team they played.

The outcome of the scheduled games is as follows:

January 24th, Larys 51, Veseli Club No. 1, 16.

February 3rd, Larys 18, Hawks 10.

February 7th, Larys 14, Southwest Club 33.

February 14th, Larys 28, St. Joseph's 47.

February 24th, Larys 30, Veseli Club No. 2, 25.

February 28th, Larys 10, R. G. Dunn 19.

March 10th, the game with May Company was forfeited.

The game with R. G. Dunn was the best of the season and while we did not win it was a battle royal.

Much credit is due to our excellent guards. Lois Driskell, right guard, is a bear cat on the offense and a stone

wall on the defense in every play. Kay Withers, left guard, clings like ivy. Let the offense try to dodge her, then, nonchalantly, she slaps the ball out of their hands.

Witty Irma, who plays guard, is back with us again and when she spreads her humor it puts the opposing team off guard. She dropped out when a fall caused her kneecap to drop. We hope she is in good condition now and that she stays with us until the close of the season. We all missed her very much while she was out.

The game scheduled to be played with the May Company on March 10th was forfeited on account of the earthquake that night.

The re-schedule of games started on Friday, March 24th, when The Tokens were to play the Veseli Club. This game was also forfeited. In the next game, on March 31st, the Larys scored 32 against Sears Roebuck's 28. The game of April 7th with the Jugo Slav Womens' Club has been postponed.

Games yet to be played:

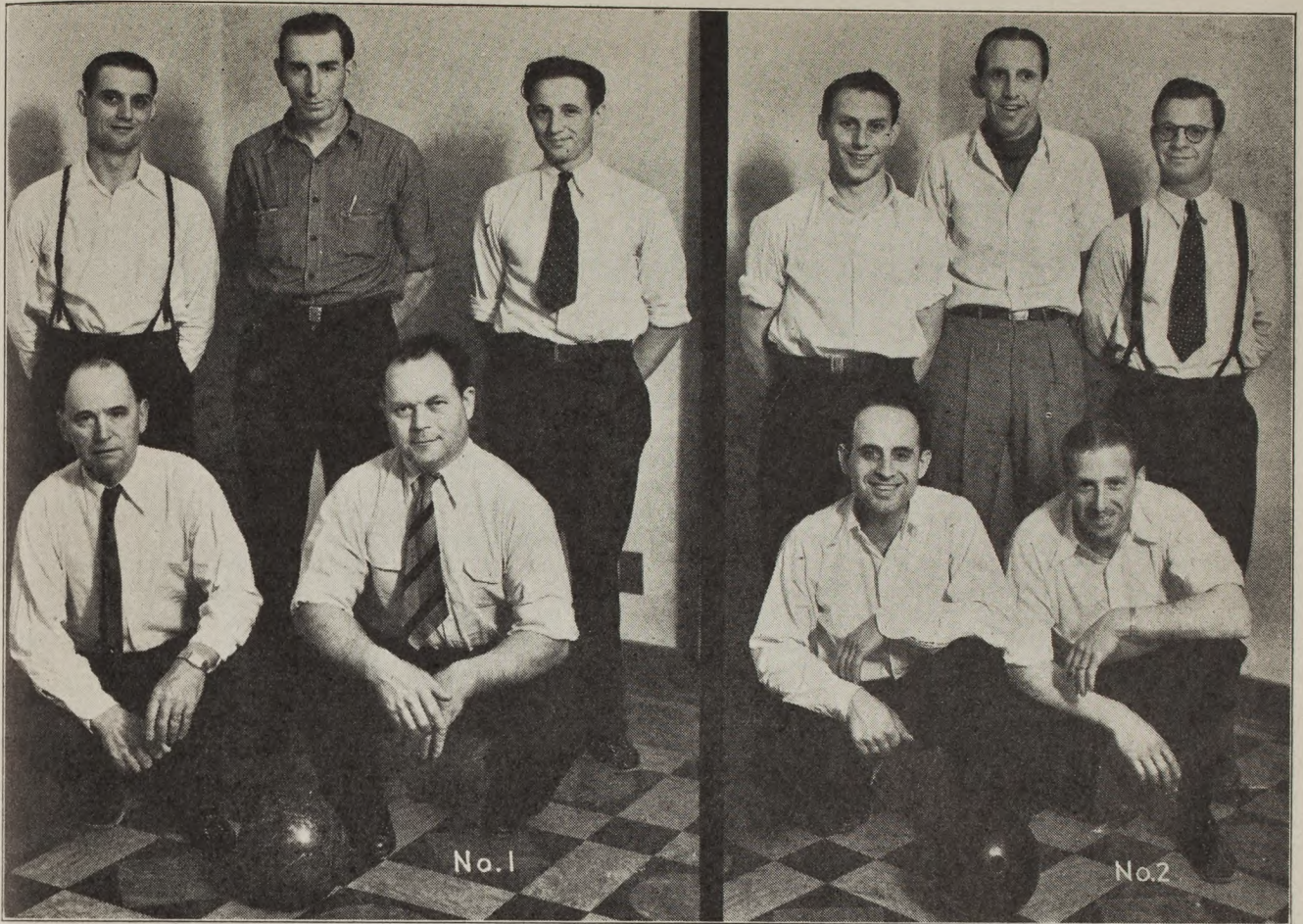
April 10th, Larys vs. Stationers.

April 17th, Larys vs. Coulter's.

April 27th, Larys vs. Sunfreeze.

EMMA BLOSIL, Manager.





Los Angeles Railway No. 1 Bowling Team: Back row, left to right are W. Nolff, J. Judd, Floyd Nolff. Front row, Anchor Man Ed Fleming and Captain Doyle Rishel.

Los Angeles Railway No. 2 Bowling Team: Back row, left to right are W. Wilson, J. Savage and B. Walters. Front row, Captain G. Oliver and H. Hinze.

## Lary Pintopplers

### L. A. Railway Team No. 1

The winter season of the Broadway House League, with this team in third place, is ended. After clinging stubbornly to this position for the major part of the season this team had the misfortune of being passed up by one point in 28 weeks of play by the Sip-N-Bite Cafe team on the night of March 13th. The boys are not the kind to say quit and on March 20th came back in one of those famous last minute rallies and rolled a series of which they are justly proud and beat the leading Goodyear team by a score of 2766 to 2707 to win high series money for that evening and to tie up again that third position with the Sip-N-Bite. Not bragging at all, but Captain Rishel likes to stick his thumbs in his vest armholes and call your attention to the 615 series he rolled to help make that 2766 total. By mutual agreement between these tied teams the winner of the sweepstakes should have the third position and all

that goes with it. So on the evening of the 27th the boys really showed their Scotch and stuck third place money in their pockets which put a well-earned smile on their faces which refuses to rub off.

### L. A. Railway Team No. 2

Los Angeles Railway No. 2 Bowling Team is composed entirely of men from the 16th Street Garage, three of whom have never been in league competition before. Had the league lasted longer this team would have been dangerous as they were finding out what it was all about and climbing rapidly at the end. Just to show them that they could, Captain Oliver brought his men into second place in the sweepstakes.

## Recovering

Supervisor Charles Polchow who has been in the California Hospital for an operation is getting along fine and expects to be out in a week or ten days.

## Prichard Opens Law Office

George A. Prichard, Attorney-at-Law and Notary, whom many of our employes recognize as the man who made out their income tax returns this year, wishes to announce that he has secured a permanent law office with Jack Leonard at 333-334 Chamber of Commerce Building, 1151 So. Broadway. All of his old friends, we are sure will wish him success in his new location. He is an old-timer, and for many years had offices in the Citizens National Bank Building. His telephone is PR. 8842.

## Give Him a Call

J. J. Johnson, mechanical and electrical engineer, who was with our Engineering Department for over ten years, called upon us the other day and says he is working up a business of his own in the way of electrical repairing done in the home. Any electrical work, house wiring, fixing irons or electrical refrigerators, also fire prevention, just call him at TW. 9058 and he will be there with the tools.



For (1) Conductor E. W. Park of Division One from Miss M. M. Tibbetts for his courtesy, efficiency and neatness. She also says that to be thanked for one's token is refreshing.

Conductor Park is also highly commended by L. Keenan for his spontaneous courtesy; for his quiet "Thank you"; for his efficiency, and for calling streets in an intelligent manner without mumbling.

For (2) Conductor L. F. O'Hare of Division Five from Catherine T. Hewitt for assisting her safely from the car to the sidewalk and for turning over the seats at the end of the line without banging them.

For (3) Conductor C. C. Clark of Division Five from C. A. Trusdell for being courteous at all times and for doing all in his power to help passengers.

For (4) Conductor F. J. McDonald and (5) Conductor C. C. Cupp, both of Division Five, from Mrs. Amy Scott for their kindly assistance.

For (6) Conductor I. J. Kramer of Division Three for his cheerful attention to duty and his care of elderly people; and (7) Motorman S. E. Weeks, also of Division Three, for his easy operation and for speed with safety. These commendations came from Mrs. Otto Fenske.

For (8) Conductor J. J. McFarlane of Division Four from George A. Wrenn for being very courteous in his conduct toward all passengers.

For (9) Conductor J. C. McQuoid of Division Four and (10) Conductor H. A. Beals of Division Three, from Miss MacDonald for paying her fare on different occasions when she boarded their cars without her money.

For (11) Conductor S. R. Leckey, Jr., of Division Three from Mrs. Otto Fenske for good nature, for calling stops and for helpfulness to passengers.

For (12) Conductor I. E. Gott of Division Three from Mrs. J. E. Anderson for his courtesy in lending her tokens when she forgot her coin purse.

For (13) Conductor R. M. Wilkins

and (14) Motorman B. Briggs, both of Division Four, from Edith E. Whelan for courteous service.

For (15) Conductor F. Skarda of Division Five from Mrs. Otto Fenske for cheerfulness, helpfulness and calling of stops.

For (16) Conductor E. E. Sanders and (17) Motorman G. T. Wuertz, (no picture), both of Division One, from Clarence Inscho who said they are two of the finest men he ever rode with. "They are considerate and polite and are perfect gentlemen in every respect—so kind to all passengers," he said.

The following men received commendations but, unfortunately, we have no photographs of them to reproduce.

For (18) Conductor D. A. Jones, (19) Conductor R. C. Timmons, both of Division Three, (20) Conductor S. D. Luckhurst, (21) Conductor M. Taylor, both of Division Five, and (22) Conductor I. M. Babcock of Division Four, from Mrs. Amy Scott for various courtesies extended to her.

For (23) Conductor Wm. J. Barclay, (24) Conductor C. S. Lashbrook, both of Division Five, for cheerfulness, good nature and helpfulness; for (25) Motorman J. W. Biggers of Division Three for attention to duty and for ease and watchfulness in operation; (26) Conductor C. W. Morris of Division Three and (27) Conductor J. Rippey of Division Four, for their attention to duty and considerateness; (28) Conductor O. G. Nelson of Division Three for holding the car when she ran for it; (29) Conductor E. E. Fort of Division Three for courtesy and efficiency; and (30) Motorman F. P. Cheshire of Division Three for easy starting and stopping of his car and for his good nature. These commendations are all from Mrs. Otto Fenske.

For (31) Motorman E. L. Lewis of Division Five, (32) Motorman L. L. Stokes and (33) Motorman R. F. Miller, both of Division Four, from Edith E. Whelan for their many courtesies and for giving "service with a smile."

For (34) Conductor N. W. Wagner of Division Five from Mrs. Bertha M. Ross for being courteous and helpful and giving information in a most obliging manner.

For (35) Motorman L. D. Lofton of Division Four from LaVinia McGraw for efficiently operating his car so she made a close connection with a motor stage.

For (36) Conductor P. Y. Mangus of Division Three from Ruth E. Nims for efficiency and courtesy and for lending her a token to ride home on.

For (37) Motorman G. C. Meeker of Division One from Anna S. Borden for extreme kindness and thoughtfulness when he got off the car and purchased a newspaper for her at a "Stop" signal when she had been unable to attract the attention of a newsboy.

For (38) Conductor E. E. Melick of Division Three from Daisy M. Dahlke for his wonderful calmness and self-control and exceeding helpfulness when the recent quake threw his passengers into a near panic at Ninth and Hill Streets.

For (39) Motorman J. A. Wear of Division Five from Mrs. H. Reynolds who says he is always polite and kind to everybody.

For (40) Motorman J. W. Nestor of Division Five from Frank E. Kelly for always waiting for passengers from the coach line connection. Mr. Kelly says: "When we thank him for the courtesy, with a smile he replies: 'You are welcome'." Motorman Nestor was also complimented for his neatness.

For (41) Conductor W. A. Bird of Division Five from Mrs. Barbara Hibbs for kindness and courtesy to everyone and for helping people on the car.

For (42) Motorman P. C. Smith of Division Three from Charles A. Butler, of the Eagle Rock Chamber of Commerce, for shutting off his power and bringing his car under perfect control when he neared a tiny child standing near the track. Mr. Butler said Motorman Smith showed good judgment and attention to duty.

For (43) Motorman J. R. DeVoe of

Division Three from Mrs. A. A. Webb for stopping and holding his car for a mother with four children who were running for the car in the rain.

For (44) Conductor G. E. Barnes of Division Four from Miss MacDonald for kindly paying her fare when she boarded the car without any money.

For (45) Conductor C. J. Groth of Division One from Carrie Wheeler for his kind and courteous treatment of her.

For (46) Motorman E. P. Adams of Division Four from Fred C. Adams for efficiently handling his car, starting and stopping without a jerk, jar or discomfort of any sort to his passengers.

For (47) Motorman S. McDonald of Division Five from D. R. Murray for the quick, manly act of applying his brakes and getting off his car to assist a quite elderly man, who was on the track in the downtown section. This motorman helped the old gentleman to the sidewalk safely and the passengers greatly appreciated the act.

For (48) Conductor W. J. Shields of Division Five from Mrs. A. F. Chappelle and Mrs. Shaw, of the Hollenbeck Home. They wrote that they had left the car at Fourth and Main Streets and were walking west when Conductor Shields caught up with them and gave Mrs. Shaw her coin purse, which she thought was safely stored in her hand bag. He had stopped his car just over the crossing to do this kind act.

## Scouts Change Place of Meet

In spite of the earthquake on Friday night, March 10th, twenty-four boys and five Committeemen of Scout Troop 45 showed up for Scout Meeting.

The Board of Education condemned the school building the Troop has been meeting in at Washington and San Pedro Streets, so they furnished us with a new and much finer meeting-place at Twelfth and Sentous, right beside Division Four, in the Sentous School Gym.

On March 17th the Troop visited Troop 55 at the South Park Baptist Church at 51st Street and McKinley Avenue.

Friday, March 31st, was Court of Honor night. Four more boys went up for First Class, making twelve First Class Scouts in the Troop.

Ray Fife was awarded a special Civic Service medal for over two hundred hours of Civic Service work. There are only sixty-five Scouts in

Los Angeles who have earned this award.

The Troop Committee conducted four weeks of school for Patrol leaders. Sixteen boys attended and completed the course.

On March 12th the Troop went for a hike to Pacoima Dam. Thirty-eight boys and six Committeemen attended. Seven of the boys passed tests in Tracking while there.

Our Troop Mascot has his uniform and is the pride of the entire Troop. He is the twenty-one months old son of Scoutmaster Bower.

LYNN WEBER, Troop Reporter.



## BIRTHS

Operator A. N. Dalbey, of the Motor Coach Division, reports the arrival at his home of a fine young son. His name is Patrick Vincent and he was born March 20th. Mother and son are doing fine.

\* \* \*

Conductor Jimmie Clark, of Division Five, is the proud papa of an eight pound ten ounce baby boy. His arrival, which was on April 3rd, also makes Conductor A. A. Bradley, of Division Five, a granddaddy. Mother, baby, daddy and granddaddy are all doing fine.

## Appreciations

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

Mrs. J. F. Chappus and Children.

\* \* \*

I wish to express my appreciation for the flowers, sympathy and kindness of the officials and fellow workers of the Los Angeles Railway at the time of my wife's death.

I. C. Gordon.

\* \* \*

We deeply appreciate and wish to thank you for the kindly thoughts and expressions of sympathy extended during our recent sorrow.

Mrs. F. C. Rew and Family.

\* \* \*

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

Mrs. Kate M. Wright and Family.

\* \* \*

This is to acknowledge with sincere thanks the kind expression of your sympathy on the death of my wife, Mrs. Mae David, who passed away March 26th.

Gus David.

## U. S. Summer Camps

The government is anxious to give the younger men of the nation equal opportunities to enroll for the CITIZENS' MILITARY TRAINING CAMPS for 1933. These camps have as their chief aim the building of better citizens.

Interested young men are urged to write for illustrated literature and detailed particulars about these Camps, at the earliest possible moment for every year countless late-comers are turned away, each Camp having its authorized quota and the rule "first come, first served" obtains throughout.

A postal card addressed to the C. M. T. C. Officer at the U. S. Army Post nearest you, to the Adjutant General of the Army, Washington, D. C., or to the U. S. Army Information Service, 39 Whitehall Street, New York City, will bring application blanks and further information.

## Journey's End

Frederick Charles Rew, Motorman at Division Five, passed away March 21st. He was born in Hull, England and was employed as a motorman by this company on December 16, 1921. He was a member of the Sons of St. George of Chicago. Mr. Rew is survived by his wife, a son and a daughter.

\* \* \*

Karl Fred Wright, Conductor at Division Three, died on March 25th. He was born in Arthur, Illinois and came to the company as a conductor on March 20, 1923. Mr. Wright is survived by his mother, a son and a daughter.

\* \* \*

Robert Philip Moebus, Operator at the Motor Coach Division, passed away March 28th. Hamilton, Ohio is his birthplace and he was employed by our company on February 10, 1933. Mr. Moebus is survived by his wife.

\* \* \*

The wife of Gustave David, Flagman, passed away March 26th. Mr. David has been with the company since 1917.

## For Sale

Lovely six room house. Tile sink and bath with shower. Corner lot 50x 150. Fruit trees and shrubs. Located at 1753 Jackson Street, Wilmar. Full price \$2900. Small down payment and easy monthly payments. E. L. Ayers, Conductor, Div. One. Home Address, 935 Lorena St.

# L A F F S

At a dance a gentleman lost a wallet containing \$600. He got up on a chair and announced: I've lost my pocketbook with \$600 in it. To the man who finds it, I will give \$50.

Voice from the floor: I'll give \$75.

He rounded the bend at close on to forty. A sudden skid, and the car overturned. They found themselves sitting together unhurt, alongside the completely wrecked car. He put his arm lovingly about her waist but she pulled it away.

"It's all very nice," she sighed, "but wouldn't it have been simpler to run out of gas?"

One of a small company cracking jokes: "Can you tell me the difference between a Scotchman and a cocoanut?" No answer forthcoming, the speaker said: "Well, you can get a drink out of a cocoanut, but—"

"Excuse me," put in one of the company, "but I happen to be a Scotchman. "Would you like a drink?"

"Oh, yes," eagerly answered the joker. "Then buy a cocoanut," was the reply.

And then there was the sweet young thing, taking the examination for a driver's license, who was asked: "If your brakes suddenly failed to work while you were going downhill, what would you do?"

She hesitated only a moment, then smiled brightly and answered: "Why that's easy; I'd just jump out and put a big stone under the wheel."

"What is your religion?" the recruit was asked.

Promptly and smartly, came the answer, "Militia, sir."

"No, no, I said 'religion'."

"Oh, 'religion', sir. I beg your pardon, I'm a plumber.

Parson: "Why do you desire to join the church?"

Rastus: "Pahson, I'se got a job puttin' Mule-Hide on a chicken coop and fencing a watermelon patch, and I needs strengthenin'."

Uncle Will had sent little Marjory a bottle of lavender water.

"Well, Marjory," he said, "how did you like the perfume I sent you?"

"It was all right," conceded the child, "but I like lemonade better."

The doctor had forgotten his patient's name, but did not like to admit it. Very tactfully he inquired: "Let me see—do you spell your name with an 'i' or with an 'e'?"

"My name," said the patient, "is Hill."

Jack: Do you ever say things you shouldn't after you've had a few slugs of whiskey?

Driver: Yes, indeed, I keep saying I'd like to have a few more.

# Our Error

In our editorial last month concerning the Instructions to Conductors, we took credit for the company for these rules. However, we have received a letter from Mr. Ryan who edits Inside Track, the employe magazine for the Market Street Railway in San Francisco, to the effect that these rules were originated by the Line Instructors of that railway in 1922.

We owe the Market Street Railway our apologies. The child has been with us so long, we thought we owned it.

However, the rules are good ones and have been adopted by our company as our own and should be carefully observed by every Conductor and Operator on the System.

# Witnesses

Divisions One and Five made an appreciable gain in their witness averages in March; Division Four remained the same, while Division Three went into a sort of a landslide downward.

Comparative averages for witnesses per accident for February and March are as follows:

February		March	
Div. 4.....	5.86	Div. 4.....	5.86
Div. 3.....	5.79	Div. 3.....	5.00
Div. 5.....	4.43	Div. 5.....	4.73
Div. 1.....	3.81	Div. 1.....	4.05

Accidents in March dropped to 818 against a total of 849 in February.

The average witnesses per accident for all Divisions in March was 4.85, a slight increase over the 4.82 average for February.

# Sawn of a Gun!

I cranka da car,  
Bawt she won't run.  
Theese automobile  
She's a sawn of a gun!  
Shesa stop in da middle  
Of da street upa town,  
I look in da carburetor,  
But shesa no drown.  
I pusha da clutch,  
Shaka da wheel,  
Knocka da brake,  
Da horn I feel.  
I look in da tank,  
Wot I see—yas!  
Sawn of a gun!  
Shesa outa da gas!

Daughter: "What is alimony, mamma?"  
Mother: "It's a man's cash surrender value, my dear."



Janet Nelson, 13 year old daughter of Clerk H. F. Nelson of Division Four, with her tin hat and rabbit's foot waiting for the sound of the next quake.



H. N. COLE

Back to the farm movement has gradually been becoming a favorite outdoor pastime within the past few weeks. Conductor G. E. Robinson has traded his home in the city for some acreage in Monterey Park and is now living there.

Conductor J. P. Carson has purchased an acre near by and is spending all his spare time planting corn, cabbage, beans and spinach. He will build pretty soon.

Motorman P. K. Huffer is happy in the knowledge that some day in the near future he will be listed as a farmer and a commuter, having bought some acreage about ten miles out.

The activities of those seeking indoor sport seem to be centered around the Jigsaw tables. Noticing a huddle around each of two big tables, with heads touching and all available space taken up, the following count was taken: around one table we found Conductor J. W. Kleiwer, Motorman R. J. Orphan, and Conductors F. R. Jones, G. M. Mitchell and C. E. Green. While at the other table the following heads were counted: Frank Kleiwer, Conductor, Motormen M. L. Howell, L. C. Cummings and O. M. Haylett. Conductor A. Light was also an active member of the aggregation.

Glad to announce the return to his duties of Conductor J. W. Courtwright, who has been ill for several weeks. By the way, he is another back-to-the-country addict, having moved to Monterey Park to raise chickens and spinach.

We have been unable to learn whether or not Motorman John Fagin ever recovered his automobile which was stolen from across the street from the Division several weeks ago.

Regret to learn of the death of the father of Conductor H. I. Frey, which occurred in Oklahoma on February 25th. Frey paid his father his last visit about a year ago.

"When I return from my vacation next summer, I hope you fellows will have finished that Jigsaw puzzle," remarked Eddie Sweets to a bunch of trainmen in a huddle over a table.

About two weeks ago Motorman C. N. McMullin asked off for the following Sunday, but before Sunday came around, he appeared at the window, seemingly con-

science stricken, and asked J. B. to cancel his request as he had decided to maintain his reputation for working 365 days a year.

Motorman L. Burnett is back on the job after being confined to his home for several days on account of illness.

That dejected look you see on Conductor D. W. Nycum's face is not due to any physical ailment or mental disorder. It is because of the fact that a heartless thief reached in through the window and snatched his day's turn-in off the seat. He was pulling into the car house and had his turn-in all ready in the sack. He turned to re-check his register and his money was gone, and not a passenger on the car for several blocks. Tough luck.

It is reported that Charlie Roberts, formerly a motorman of this Division, now Extra Flagman, is in a hospital as the result of an automobile accident. We have been unable to learn the extent of his injuries or just how the accident happened.

We extend a hearty welcome to Conductor Ed Harp who comes from Division Five, having traded with Conductor C. S. Grigory.

Conductor H. J. Klingsick who has been confined to his home for several weeks, is reported improving and hopes to be back on his run at an early date.

On account of the serious illness of his mother, Motorman E. W. McCabe spent two weeks in Phoenix, Arizona.

During the month Conductor A. B. Morse took a fourteen day vacation.

Conductor E. E. Sanders is off on a ninety day leave of absence, which he is spending at Eureka, California.

Conductor G. L. Stoddard treated himself to a two weeks leave of absence, presumably to rest up and take some short trips.



## Division Three

L. VOLNER

It has been said that big bodies move slowly, but the men who were in the assembly room on March 10th, about five fifty-four P. M., know there are exceptions to that rule. Clerk Harry Gilmore was on duty at the time and the way he came out of the office would put some of our speed demons to shame. Several of the boys were sitting at the tables eating their lunch and had a clear chance to get out, but Mr. Gilmore had to come out of the office and then lead the parade out of the building.



Howard, the seventeen-year old son of Motorman H. R. Miller, of Division Three, who is "tootin'" a trumpet in the Pasadena J. C. Bulldog Band.

This musical organization is in great demand all over the State because of its remarkable efficiency, and the pep that these youngsters put into their work. They are anticipating a trip to the World's Fair in Chicago this summer, and it goes without saying that the fame of California will receive one big, grand boost.

Conductor F. E. Pults and his wife were called back to Oklahoma, their old home, on account of the sudden illness of Mrs. Pults' mother.

Motorman I. A. Graham has resigned to return to his old home in Texas where he intends to become a produce farmer.

Motorman W. A. Stebbins says he knows Two Bells is a good advertising medium, as he now knows (after one insertion of his request) why his conductor, E. E. Fogle, has such a boyish complexion—he drinks one quart of milk each day.

To get out of the noise and bustle of the city, Conductor V. Goble has resigned to return to his old home in Nephi, Utah, where he will be located on a sheep ranch.

Sailing in a small sailboat in a stiff breeze, half a mile off shore, is all very fine, but having an unconscious man, six feet tall and weighing 170 pounds, fall half over the low side of the boat is a horse of another color. Motorman F. M. Osborn and his companion left San Pedro harbor with a good breeze blowing from

the stern of the boat and headed out toward a line of warships anchored in the bay. After sailing around the ships for several hours they started tacking back against the wind. The companion, sitting about the center of the boat, suddenly raised up, went into convulsions and fell unconscious over the side of the boat. From the stern, Osborn sprang to his aid and caught hold of a sweater he was wearing just as his head and shoulders went under the water. Taking all his strength Osborn tried to pull him back into the boat, which had begun to list over in a dangerous position. The clothes began to tear from the back of his companion and for a moment Osborn thought it was a hopeless fight. Catching a fresh hold around his companion's belt and bracing his foot on the heavy iron keel which had almost come to the surface of the water on the other side, he managed to pull the unconscious man back into the boat. A passing fishing boat came to his assistance and they laid the man on their deck where first aid was administered, bringing him back to consciousness.

After being relieved and starting for home, Motorman J. Naggie boarded a car upon which that story-telling conductor, E. C. Croughan, was performing. Now, everyone knows Conductor Croughan is as full of these funny stories as a Missouri hound is of fleas, and Motorman Naggie, being a good listener and getting so much enjoyment out of these stories, Mr. Croughan proceeded to tell a few. Mr. Naggie might have added a few himself. Anyhow, an unseen listener was enjoying the conversation and to show his appreciation donated twenty-five "brownies" to each of the gentlemen.

We are pleased to report Conductors F. Clavin and J. G. Visser are convalescing, each having been operated upon for appendicitis.

Quite a number of our motormen are taking finger exercises in order to be able to take care of things on a one-man operated car. Several of the motormen who have been broken in as conductors during the past several weeks, are complaining because they don't seem to get their "sea legs." They complain about being jerked around by the man on the head end, and say that their hips and legs are covered with bruises. There is no doubt but that this experience will mean better operation on their part when they resume duty on the front end.

Conductors L. F. Wirtz and O. J. Allen have filed on adjoining homesteads in the vicinity of Palm Springs. They are both pleased with the prospect in this section, and claim that if they can't produce figs, dates, etc., they will at least be able to harvest quite a crop of ground lizards and horned toads.

Conductor I. F. Hickox, who has been suffering from the after effects of the flu for the past several weeks, expects to return to duty in a short time.

Once more a general choice at Division Three has been completed, and quite a number of new faces are to be seen on Line "N," which became a one-man line on April 2nd.

It is with deep regret we announce the death of Conductor K. F. Wright, who passed away on March 25th. Mr. Wright was a hard worker, most generally working a full run and a tripper.



"Billy Bounce" would be a suitable name for this corpulent little gentleman but the truth must prevail. It's James William Hunt, grandson of Motorman B. (Red) Briggs of Division Four. James is just twenty-one months old.



The winsome little lady who greets you this time is Mary Jo Whitaker, the five year old daughter of Conductor M. B. Whitaker of Division Four.



# Division Four

C. J. KNITTLE

Once upon a time, when the bonus system was in full sway, a certain motorman started a similar plan in his home. Courtesy, cleanliness and willingness to obey were among the causes for credits. Thrift also played an important part. The two sons and a daughter who participated in the plan first regarded it as being a "lotta boloney." But the old man stuck to the idea and when the kiddies found their allowances cut down to practically nothing they went after the big money and got it.



The handsome little gentleman is Ronald Vance Bonner, three and a half years of age and a son of Conductor C. V. Bonner of Division Four.

It may have never occurred to many of us that saving power has any significance when we're off duty. But did you ever try it on your automobile? Several Division Four men have found out recently that by speeding up for two or three hundred feet then shoving the clutch pedal down and coasting the next ten or twelve hundred feet an enormous saving in gas is accomplished with practically no loss of speed.

Conductor Larry Smith received a letter March 6th from a lady passenger commending him for returning a purse she left on his car. A reward of \$3.00 was enclosed.

Conductors L. J. Polansky, J. T. Middleton and Motorman C. M. Howard left March 15th for a trip to Arizona. They were granted five days leave.

Conductor A. L. Endsley, who has been on leave of absence, resigned March 15th, while on leave, stating he had decided to remain in Henderson, Texas.

"How come these police officers don't have to pay when they ride?" asked an

inquisitive youngster of Conductor Bill Huddy a few days ago. "Because you can't get a nickel from a copper," replied Huddy.

Former Conductor Warren Cline, who was seriously injured about a year ago in an auto accident and who has since been placed on the Special Roll, dropped in to see us March 22nd. He is looking fine and says he feels fine. Come again, Warren.

Conductor G. L. Whiting has resigned to return to his home town, Frankfort, Indiana.

Conductor F. Burke was granted thirty days leave March 23rd to rest and make a trip to the desert.

Motorman S. E. Phillips and Conductor C. W. Waggoner took a trip to Tia Juana March 29th for some of that good old fashioned . . . AH! . . . buttermilk!

Motorman A. Argue also made a trip to the border city recently and played the horses unsuccessfully.

It is with sincere regret we announce the death of Motorman L. N. Woodard's mother, March 24th. Mrs. Woodard died of pneumonia.

Conductor J. Rippey was granted thirty days leave March 25th to entertain his mother who is visiting here from New York City.

Has anyone observed Foreman B. B. Boyd's newly acquired Graham-Paige sedan? Umm, baby!

Operator C. Steele has traded seniority with Operator R. F. Fehn of Division Five.

Motorman Bob Deucher, who has been on the sick list since January 22nd, dropped in one day recently to say goodbye for awhile. Bob was leaving for the desert to regain his health. Our sincere good wishes are for him.

Conductor C. N. Reddick has accepted a temporary flagging job at the sewer



All boy and the pride and joy of his mother's and daddy's hearts. Meet Freddie "Bucky" Buxton, two year old son of Conductor Fred Buxton of Division Five.

work on Vermont Avenue near 24th Street.

Some interesting changes have taken place in the hash joints around Division Four. Conductor B. Tallant who owns the Two Bells Lunch opposite the Division on Sentous made some drastic replacements in the staff about two weeks ago (for better service). Conductors V. L. Fields and B. M. Deane have bought Dan's Cafe at the rear of the Division building on Sentous Street. Like Tallant's, it will be operated entirely by hired help. Then there's Motorman Charley Allen and his Oasis Cafe on Sentous Street a few doors north of the Division. Charley has made no changes at his place but . . . well . . . pardon me, Charley, but beer is here and "Oasis" is an odd name for a restaurant.

Conductor George F. Young resigned March 31st and left for Seattle to manage a branch of a picture framing business. We wish him the best of luck.



# Division Five

FRED MASON

## Married

Conductor Harry Gollar arrived back from his two months trip back home to Osceola, Missouri, and was he happy? Happy, not only to be back in Los Angeles, but also on account of the wonderful time he had back home and with what he brought back with him. You know he wrote in for thirty days extension to do some trout fishing, which was O. K., but in a roundabout way we found out that he had met the best little girl in the world, and arrived back a married man. Congratulations, Harry, old boy, may all your trout be rainbows.

\* \* \*

Who's this guy McClurg? is the question being asked since the Checker Tournament started. Well, boys, in full it's Doyle Dean McClurg, and he's dynamite to all the top-notchers. He has only lost four games out of sixteen and is still stepping fast.

Conductor F. W. Graves is back on the job after a fast trip to Sioux City, Iowa. He was gone two weeks and reported a very good trip.

To take his wife to Seattle, Washington, Conductor S. D. Luckhurst was granted thirty days leave and is due back on April 10th.

Conductor Charlie Melcher believes in early vacations and just recently spent his two weeks resting up at home.

Motorman George Schultz has just spent three weeks vacationing here and there and is back on the job feeling fine and dandy.

Conductor M. B. Wallace left on March 27th and is driving back to Tuttle, Oklahoma, and will be gone for ninety days.

We are glad to say that Conductor Frank Keers, who was operated on recently, and who is confined in the California Hospital, is getting along fine and expects to be home shortly.



Conductor A. M. Wood, of Division Five, when not making change and giving bells on the back end of a street car, takes to the air and is quite an expert flyer. He has been flying for several years and of course is a licensed pilot. And

"There's nothing like it" says Wood.

Motorman C. H. Kellogg still contends that he can beat Tex Bourland at anything except sleight of hand.

Conductor Al Bristol is all set for May 1st when he is taking his gang out after trout. The first twenty-five he has already promised to somebody so get your order in early. What Motorman Charlie Detrick and his gang did at Point Mugu, you will hear in the next issue.

Motormen Bill Niceley and Nuet Johnson are teaming up and leaving for a sixty day trip back to Naplin, Missouri. They are starting on April 25th.

The boys of Division Five express their heartfelt sympathy to Motorman Chester Conrad whose mother passed away on March 29, 1933.



JACK BAILEY

We are glad to report that there were no fatalities among the personnel of our Shops. Considerable damage was done our various shop buildings but they are rapidly being reconstructed.

We are very pleased to report the return of W. D. Smith, Millman, who has been absent since February 11th on account of being run down by an automobile. He is feeling much improved but not yet like his old self.

A painfully injured finger was the misfortune of G. Alimonti, of the Mill, who was off duty a few days nursing the injured member.

C. Canalis has received his final citizenship papers and feels somewhat relieved. All the boys join in on congratulating him and all offer to tell him how to vote at the next election.

Truckman Roy Blaze took one look at the big hole in the brick wall of the Truck Shop on Monday morning after the big quake and got permission to go home a sick man.

Truckman J. Mathis had a painful as well as extraordinary experience in a pugilistic combat with a drunk man. The drunk, forcing himself upon our friend, and hardly able to defend himself, received an awful beating while Mathis got off with only bruised knuckles.

Any suggestions for sleep driving will be appreciated by our friend Ben Brad-

field of the Store Department. Ben, upon inquiring the location of the gas station at the 16th Street Garage, was told to follow a coach that was passing by. Slowly shaking himself into action he followed close behind the coach until to his surprise the front end of his car had dropped into a pit that the coach had straddled.

At this time of the year one's thoughts run to the coming fishing season, the much looked forward to vacation, and at home the more economical, to gardening. Our friend Harry Deibert, brigadier plumber, thinking of the latter, gathered up a nice bundle of scrap sticks at the Shops for his tomato vines. Harry got no further than the Watchman who challenged him for a pass for the material. What Harry said to our Watchman I am not telling you.

Painter Foreman Lee Crump was at the barber shop and had just half a haircut when Mother Earth got that chill on March 10th. When it was all over he found himself at home with a close shave from falling bricks, a half haircut for nothing and a good barber apron around his neck.

J. Hines, of the Paint Department, is reported back and off the sick list.

Our old friend H. Heuer, of the Wind-ing Room, is still on the sick list.

H. Green, Chief Greenkeeper, was off duty last month having a swell time with the mumps.

Elmer Green, Watchman at the south gate, has been on the sick list since last February. He returned Monday, March 27th and looks a little better.

It was our good fortune last month to enjoy a visit from our old friend M. Was-sell, formerly of the Carpenter Department, who is at present residing at Elsi-nore, California.

Carpenter Al Dellinger made himself conspicuous by his absence this month due to sickness.

\* \* \*

#### Weddings

The many friends of Freddy Hunt, former Trimmer at the Shops, who is now at Division Four, nights, as Chief Sandman and co-pilot of the emergency truck, all join in on congratulating him on his recent marriage. The lucky girl was Miss Ruth Randolph of Los Angeles.

\* \* \*

Our congratulations to A. F. Robey, a newcomer to the Carpenter Department from the C Inspection Assemblage, and Miss Maxine Frazier who were quietly married March 3rd. Robey is at present helping out in the Trimming Department.

\* \* \*

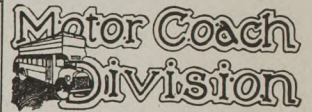
The cold weather does not seem to have any effect on the little naked god Cupid who recently shot an arrow in the direction of Carpenter Robert Calderwood and a certain young lady. This all happened on the eve of the earthquake, March 10th. The bride, being a trained nurse, at once volunteered her services to the shaken area of Long Beach. Congratulations Bob, but that honeymoon will just have to wait.

\* \* \*

In a free-for-all shin kicking contest on March 18th, the Southern California All

Star Soccer Players (picked from the Loyola Soccer graduates by Bill Wilson) won a close game from the Lary Token-ers by a score of 4 to 3.

This is the first game in which our team has had a chance to match its strength against that of real talent and we are quite proud of our showing. Manager Reynolds is very pleased with his line of defense. The front line of offensive players needs a little toning down, especially Tom Frew who kicked the ball so hard that it burst and delayed the game fifteen minutes. Introducing the gang by picture on page 7.



J. H. McCORNACK

We feel at home again. Charlie Morse is back with us. He says that he feels quite well.

L. D. Hiersemann, O. B. Cooper, M. R. Petter, E. C. Fedderson, F. E. Watson, and P. D. Tucker have passed up the board and received regular runs in the quarterly shake-up.

J. W. Cook has been off the past month with a bum ankle.

L. N. Holmes has been granted an in-definite sick leave. He is spending his time out on the desert at Palmdale to break up an attack of T. B.

The boys are absolutely convinced that Supervisor Nowak used to work on the Melrose Line.

D. Garner and J. Lerner get their shoes shined every shake-up.

Al Brehm is sold on two pants suits. They come in handy when you tear up one pair running out through the rose bushes.

The quake didn't do any damage at Pop Gay's house but he had to lay off a week to fix the front door frame.

If you are hunting adventure go air-plane riding with C. E. Studer. He takes off from one field and lands at another and can't tell the difference until he taxis back to the line.

Pansy Hiersemann sold two bits worth of tokens so that he could go to see the Big Drive at Loew's State Theatre. He thought it was a horse show.

J. R. Roberts chiseled a lodge brother out of a box of cigars. He must be grinding them up and smoking them in his pipe as none have been seen.

We have a jig-saw puzzle started in the restaurant out on Beverly. Help put in a few pieces on your spot time.

#### GARAGE

When Lee Bignall gets sleepy he is sleepy so he sleeps. He took a nap in his car and woke up \$31.00 poorer.

Miss Emerson received from the cash payroll her salary in one dollar bills. She thought she had the president's pay envelope until she counted it.

Tom Marks broke his finger taking off his socks. He admits they were a little sweaty.

Mr. Holmes likes to sit up in his office

and watch those double decks pull in from school runs on Saturday mornings.

After pulling all the wires till they were nearly all broken W. Powell finally got full possession of Dewhirst's old table.

Earl Peteway says that during the earthquake was the first time that he was ever outrun by a radio. It beat him to the door but that was all right—he didn't intend to open the door anyway. His wife has purchased new flower pots but Earl refuses to allow them to be put in the front room. He maintains they will get broken there because that's his private race track.

Horace Franklin has returned from Monrovia.

Marsh of the Store Room has bought a rowing machine. He is trying his best to reduce.

Along about six o'clock on a certain Friday evening the girl at the desk at the California Hospital exclaimed, "I wish that George Riggs would stay in bed." But George was in bed shouting, "O. K. Barney. See you on the first floor." George is able to get up now and likes company.

George Borgrebe has overhauled the clutch on his car and it still runs. He says he is a natural born mechanic and golfer. He has made a 275 yard drive with an iron.

Joe McDonald brought Doyle a small jigsaw puzzle to put on top of his piano as all the rest of the furniture is covered with them.

The boys gave H. A. Lane a piece of pie on a paper plate. When it was about half eaten he remarked that the crust was a little tough so they told him that he could save the rest of the plate.

Night Watchman W. Unwin was hit by an automobile and received a badly lacerated scalp and ear. He is working but is not any too comfortable carrying all those bandages.

Ed Sullivan wants this naval target practice stopped. It scares all the fish away.

The boys don't seem to stay long on the double decks. Art Leisure says it is just that gruelling pace he sets.

The Second Shift wishes to notify Chick Jackson to remove all Stillson wrenches from the drive line. It will make them much easier to drive off the pit.



F. F. ROBEY

#### DIVISION ONE

A. L. Williams doesn't care if he catches cold now. He just received from the Lost Article Department some twelve gross of cough medicine. A. L. says he is going to doctor up his partner, E. L. Swartz, and make a man of him.

T. S. Hartley is off duty on account of sickness. Reported improving.

A. H. Wutherick thinks he knows why C. Heywood bought a new car, anyway he bought his old car.

Ralph Lathrop had to be pushed, shoved, and pulled on his way to work the other night. Said something about his battery passing out.

Watchman J. A. Simpson is stepping some now and no overcoat to bother him.

#### DIVISION TWO

Wilbur Welch says that inasmuch as we had to have an earthquake he is thankful it came on his day off or he would have missed plenty of excitement around his house.

W. J. Jones, Night Watchman, who has spent many years in Old Division Two Carhouse says he wasn't afraid of any harm coming to the Carhouse, but these stored cars just wouldn't stay put. It's true some of them moved four to six feet during and after the major quake.

Our trusty janitor M. Yamashiro thinks we should be thankful we don't live in Japan where quakes are more common. Nothing scares Yamashiro except a Mexican hold-up man.

We suggest that A, B and C Inspections will work as well on automobiles as on street cars and it is time some Division Two men realize this instead of losing wheels at 55th and Santa Fe and going dead on Pacific Blvd.

#### DIVISION THREE

A. Pabst and his sister drove to San Diego and points south. They had a delightful time and got home O. K.

Chester Binkiewicz finally took his Pontiac to a garage to be fixed. It was fixed and so was his pocketbook too.

Frank Marshall thinks this is a pretty good old world after all, especially that part in and around Wilmar.

Everybody settling down now after the quake which did very little damage out our way.

#### DIVISION FOUR

The sympathy of the employes of this Division is with Alf Dorazio and family, whose son was killed in an automobile accident.

\* \* \*

#### Married

Congratulations of both the night and day crews go to Mr. Hunt of the Night Shift who was married about the middle of March.

\* \* \*

A. Munzing is in the hospital recovering from an operation for appendicitis. Glad to report he is getting along nicely.

Jack Bradley had his Ford stolen, but after a few days of walking, he learned his car had been found and only the gas missing. Was he glad?

Harry Ogden is still on the sick list, but we hope he will soon be back on the job.

#### DIVISION FIVE

Olson Dewberry has returned to work after spending three months off nursing a broken thumb. Glad to see you back Olson.

Question: Did you ever see Tom Cosgrove when he did not have a story to tell about what happened twenty years ago? Answer: Friday, March 10th at 5:54 p. m.

Jerry Lyons goes to bed with all his clothes on, including hat and shoes and with one foot on the floor since the quake. Why, Jerry?

Geo. P. Macqualter did his daily good deed Friday, March 10th by leaping past the office to the rescue of old 9401 as she started for the street during the quake. Several of the boys were close on his heels, including Fred Dudley, Bert Hayward, Wheeler Ellis, and our next Olympic entry "Red" Fulton.

Sergeant N. A. Land was on duty at Watts after the earthquake and did his part in keeping the hundreds of autos out of Compton and Long Beach.

Russel Litz says he has confidence in the banks. Wish we all had something more than mere "confidence" in them.



H. I. SCHAUBER

Sidney Stevens, Welding Foreman, and his men, had a narrow escape from injury a few nights ago, when a lad who evidently had been anticipating the return of 3.2%, crashed through some red lanterns and struck the grinder.

A successful operation by Ed Fleming resulted in the separation of the Special Work Twins, Gates and Jinks. Both patients seem to be doing nicely. However, a reunion is planned for the near future.

Now that we are returning to normalcy following the shake, we find that several other things happened on that eventful evening.

Charlie Shelton reports that all of his dishes were broken. Cal Simmons had all the water thrown from his fish pond, and his electric ice box turned over—busted everything in it too, and was Cal mad! In an effort to go to sleep, Jack Glover counted shakes instead of sheep. Jack did not seem very rested the next morning either. Mac Cavanaugh spent the next few nights at San Fernando. Said he had never been rocked to sleep and did not intend to start now. Les Sparks brought out one of the camping outfits he borrowed last summer and started housekeeping on his front lawn—just for practice, you know. Bill Swearingen went to Long Beach to inquire about some relatives, arriving a little before 6:00 P. M. At five minutes of six a slight disturbance made Bill remember that he always watered the lawn back in good old L. A. promptly at 6:30 every evening. Bill was on time. Louie Schmidt telephoned the next morning that his wife was very nervous and he must stay home to take care of her, but she had a different story to tell. Jack Harris took a trip to Lancaster that night to see if any of the poor jack rabbits had been crushed by falling sage brush. Clarence Zuber found his front door locked, so he took it with him so his wife and kids could get out quickly. Charlie McCallister spent the evening cleaning up a marmalade consisting of canned fruit, soot and bricks from what had been his kitchen floor. But it did not scare anyone, much.