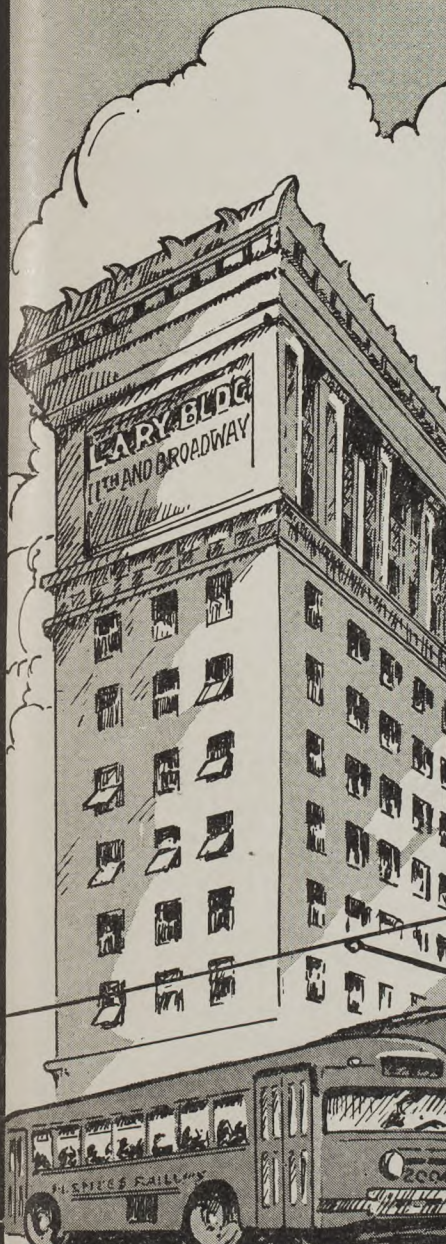


TWO BELLS



Out Campin'

A feller isn't thinkin' mean, out campin';
His thoughts are mostly good and clean, out campin';
He doesn't knock his fellow men
Or harbor any grudges then;
A feller's at his finest, when out campin'.

The rich are comrades to the poor, out campin';
Both are feelin' the same sweet lure, out campin';
The urchin with the pin and string,
Can chum with the millionaire and king;
Vain pride is a forgotten thing, out campin'.

A feller gets a chance to dream, out campin';
He learns the beauties of a stream, out campin';
An' he can wash his soul in air
That isn't foul with selfish care,
And relish plain and simple fare, out campin'.

A feller's glad to be a friend, out campin';
A helpin' hand he'll always lend, out campin';
His livery is a coat of tan,
His creed to do the best he can;
A feller's always mostly MAN, out campin'.

—Exchange.



Office of the General Manager

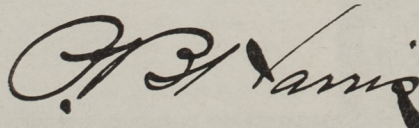
Los Angeles, California

August 5, 1933

TO ALL EMPLOYEES:

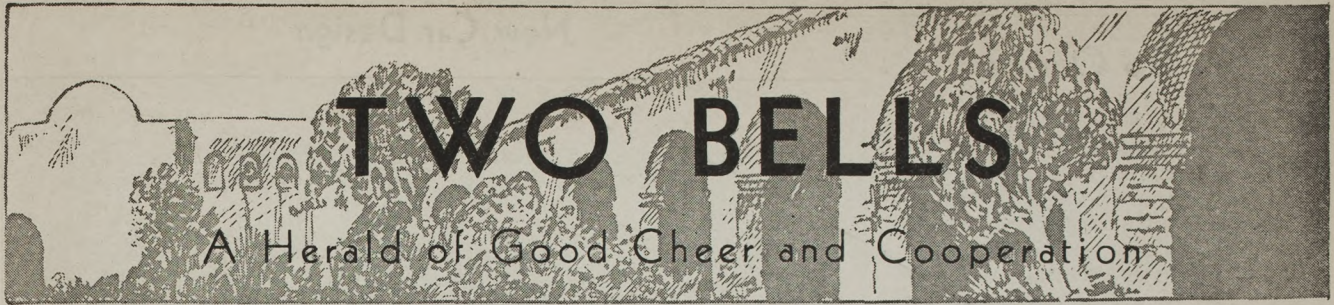
For your information as to what action the Company is taking regarding the NIRA regulations:

Your President and General Manager are leaving for Washington, D. C., tomorrow to confer with the American Transit Association on the final draft of the code governing electric railways of the United States to be presented to the government.



General Manager

PBH:MP



TWO BELLS

A Herald of Good Cheer and Cooperation

Published Monthly by and for Employees of the Los Angeles Railway

Volume Fourteen

August, Nineteen Thirty-three

Number Eight

JANET C. McNEILL

Publicity Manager and Editor

Provident Fund Ballot Results

Funds Invested in Securities

On February 24, 1933, a canvass was made of the ballots cast by members of Los Angeles Railway Corporation Employees' Provident Fund, for the election of Administrator, to succeed J. E. Steenrod.

The total number of votes cast was 2527, as follows:

Steenrod	- - - -	1157
Sparks	- - - -	984
Rishel	- - - -	376
Collins	- - - -	4
Dickey	- - - -	1
Ellis	- - - -	2
Davis	- - - -	3

Mr. Steenrod, having received the highest number of votes, was elected to succeed himself as Administrator for three years, commencing March 1, 1933.

All ballots were counted and checked by a majority of the Board of Administrators.

(Note—This information mislaid by Editor in making up Two Bells for March.)

* * *

On July 25, 1933, a canvass was made of the ballots cast by members of Los Angeles Railway Corporation Employees' Provident Fund, relative to suspension of payments by members and the Company to the Los Angeles Railway Corporation Employees' Provident Fund for one year, commencing August 1, 1933.

The total number of votes cast was 2616, as follows:

For Suspension	- - -	1575
Against Suspension	- -	1041

All ballots were counted and checked by a majority of the Board of Administrators.

* * *

All monies received as payments into the Los Angeles Railway Cor-

poration Employees' Provident Fund, from members of the Fund or from Los Angeles Railway Corporation, have been used in the purchase of securities for the Fund.

All securities so purchased are held by the Depository, Security-First National Bank of Los Angeles.

Funds which have been paid in by the members or by the Railway are not available and can not be used by the Railway for any purpose.

Important Changes

Beverly-Melrose Coach Line

Effective August 14th, Beverly-Melrose Motor Coach Line will be separated into two lines, Melrose Avenue Line and Beverly Boulevard Line.

Melrose Avenue Line will operate along Melrose Avenue, between La Cienega Boulevard and Western Avenue, with the same fares as at present.

Beverly Boulevard Line will be extended downtown, removed from the zone fare system and become a through motor coach line, with a minimum fare of 10c. The route will be from Beverly and La Cienega, via Beverly and 2nd Street to 2nd and Hill Streets. At this point the service will divide, part of the service operating via 2nd Street, Los Angeles Street, First Street and San Pedro to 2nd Street and thence return via 2nd Street, Beverly Boulevard to La Cienega. The other part will operate via Hill Street, 6th Street, Olive Street, 5th Street, Figueroa Street, 2nd Street and Beverly Boulevard to La Cienega.

No service will be rendered at night or on Sundays on the 2nd Street branch.

CLIP FOR REFERENCE August 1, 1933.

To All Los Angeles
Railway Employees:

Effective at once, when an employee is INJURED ON DUTY seriously enough to require immediate medical attention, and is not in a condition to go to one of our regular panel doctors, notify the Transportation Dispatcher by calling PProspect 7229, which is a direct line to the dispatcher, or PProspect 7211, the regular Los Angeles Railway telephone number, and ask for the dispatcher, giving him the necessary details, and he in turn will notify the proper parties and secure the proper medical attention.

Yours truly,
R. A. PIERSON,
Supt. of Personnel.

Beverly Hills Trial Service

Los Angeles Motor Coach Company has made application for a local motor coach service for a trial period of sixty days in the city of Beverly Hills. It will connect with the Wilshire Boulevard Line at La Cienega and Wilshire and at Spaulding and Wilshire. The proposed route is from La Cienega and Wilshire, thence via La Cienega, Olympic, Spaulding, Wilshire, Brighton, Crescent, Burton, Palm and 3rd Street to Robertson.

Coach Service in South Gate

Effective August 1st, two new motor coach lines were established in South Gate, the Firestone-Southern Line and Hollydale Line, which has its southerly terminus at the County Farm. On the same date the Manchester Avenue Coach Line was extended easterly into South Gate. All three of these lines connect with Line "J" at Santa Ana Street and Seville Avenue.

Let's Do Our Part

One of the important phases of the New Deal is the move by the government to stamp out the criminal organizations which have terrorized the nation.

In paying strict attention to Bulletin No. 124, we will be doing our part in co-operating with the Police Department to the end that bandits and hold-up men may be caught. These men are almost always dangerous criminals and the apprehension of one may lead to the uncovering of other "public enemies." Bulletin No. 124 has been very carefully worked out in conjunction with the experts of the Police Department and should be very carefully read and its provisions memorized.

This bulletin has as its object the safety of the trainman as well as the possible apprehension of the criminal.

Mechanical Meet

Another program of "Suggestions" occupied attention of the Supervisory forces of the Mechanical Department at their regular monthly meeting on July 8th.

H. E. Jordan, Superintendent of Equipment, Chairman, gave a brief report on action taken on Suggestions made at the previous meetings.

The following members of the Supervisory forces submitted suggestions: E. C. Muse, J. M. Spearing, Doyle Rishel, D. B. Sterling, F. F. Robey, C. H. Heywood, D. J. Sullivan and J. M. Cook.

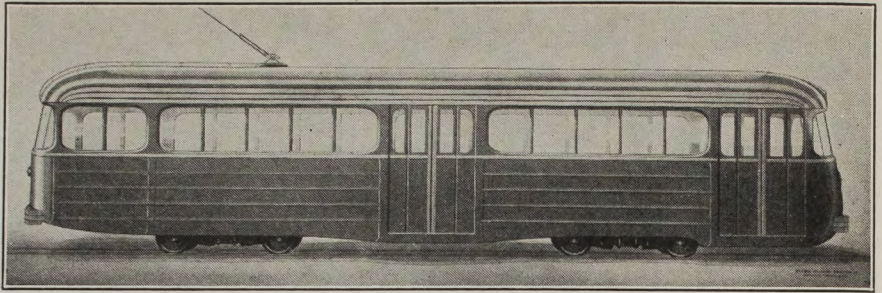
Some of the suggestions presented were as follows: By E. C. Muse—That hand bolt brackets on Type B cars be changed so as to not interfere with door action; by J. M. Spearing—That we enlarge our poster campaign by having photographs made of them and placed in Two Bells; by F. F. Robey—that when gong pin plates are made or replaced, they be made as samples furnished and bolt placed through the gong block; by D. J. Sullivan—that folding seats on one man cars at all doors be folded up when doors are in use; by J. M. Cook—an improvement in placing sheet metal on side of K, B and C cars so that water will not rust it out.

Mr. Jordan offered an exhibit of an accident bulletin for consideration, which was discussed at length.

No meeting will be held in August on account of vacations. The next meeting will be announced later.

J. E. STEENROD, Secretary.

New Car Design



Since the article appeared last month in Two Bells about the new street car design, there have been many inquiries as to what the new

car looks like. This picture was taken from the drawing. As far as we can ascertain, there are no photographs of the experimental car.

Common Courtesy

By GEORGE E. FERGUSON
Superintendent, Division Three

No doubt you have often heard the remarks in the trainmen's assembly room from some conductor or motorman in regard to what he has encountered during the hours that he has worked on that particular day. Directed at some of those who have patronized him, he is hurling bitter words of condemnation. Someone has spoiled his day; that is, he has allowed them to do it, and until his frayed nerves can become normal once more, he is a fit subject for an early attack of nervous exhaustion. Under normal conditions it was hard for the public to be handled in a manner that would not bring forth reprimanding words, but in these times of stress the people are all on edge and are ready to take offense more readily than ever before.

"A soft answer turneth away wrath," and the words have almost got to be liquid in nature in order to placate some of those who daily are our patrons.

A man on one of our street cars is not expected to cringe and dodge every time a patron speaks to him, but neither is he supposed to assume an attitude of indifference and speak in a contemptuous or sarcastic manner when addressed by those who are not familiar with our operating rules. What is termed "gettin' back at 'em" doesn't get you anywhere, and the least said is far more favorable to you than to spout off a lot of words that will rebound and cause you a lot of trouble.

Some trainmen get the name of being grouchy just on account of the fact that they cannot look pleasant no matter how good things are going, and their reply to questions is nothing

more or less than a forced grunt, and it takes a lot of effort on their part to even do this.

The man who smiles and greets his patrons with a cheery "good morning," or a simple word of salutation, is the one that goes home to his family in a peaceful frame of mind, and it only takes common courtesy on his part to do this.

Sympathize with the man or woman who gets their feelings hurt. Give them the benefit of the doubt. Tell 'em you are sorry and say it in a manner that is not offensive. "Do unto others" is a good motto and, remember, if some wise-crackin' gazabo would talk like that to your mother or sister you would be ready to go out and do battle with the offender. You can very easily embarrass a patron by displaying a tendency to call them for something that really is not their fault. Be courteous, and it won't be necessary to be sorry afterwards.

In the language of the poet:

"Thoughts unexpressed will sometimes fall back dead,
But God Himself can't kill them when they're said."

California

Over two hundred copies of the beautiful booklet on California, written up in the July Two Bells, have already been purchased by employes. Copies are still available at ten cents each. Samples can be seen at each Division or at the office of the Publicity Department, Room 601 Los Angeles Railway Building.

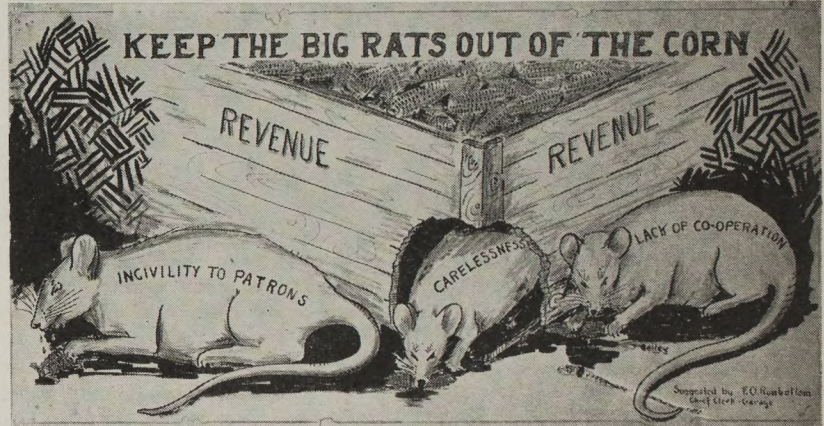
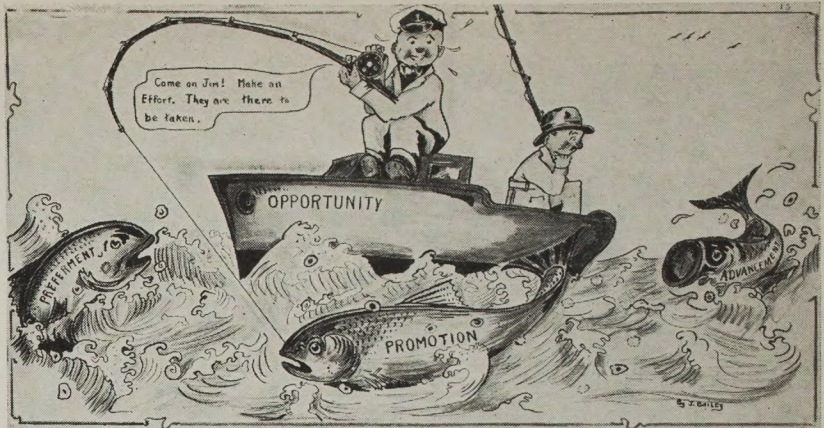
Clever Cartoonists Discovered

Due to the present suspension in the regular supply of posters for the poster boards located in our various Divisions, Shops and Garage, Superintendent of Equipment Jordan suggested that it would be desirable and interesting to obtain ideas from our employes relative to safety and efficiency and have these ideas worked up into cartoons by local talent in the company.

Mr. Jordan's plan is being carried out and has resulted in some very clever cartoons which are being passed around to the various departments and displayed on the poster boards. The suggestions came from our Divisions, Shops and Garage. Two of the cartoons are here reproduced.

Cartoons numbers 1 to 18 inclusive were drawn by our Shops Scribe, Jack Bailey; numbers 19, 20, and 21, by C. E. Lentz of the Garage and number 22 by R. L. Guignard of Mr. Jordan's office.

Following is the list of cartoons suggested and by whom:



Name of Cartoon	Suggested By	Department
1. Spitting On Floor	J. M. Spearing	12
2. Place For Everything	W. R. Cavett	St. Inspectors
3. Shop Destruction	J. Bailey	12
4. Depends On Your Efficiency	J. Bailey	12
5. Don't Wait To Start a Job	F. T. Burchett	S. E. Office
6. Help Others As You Would Have Them Help You	R. Blaize	6
7. "Think Of This"	J. Bailey	12
8. Unnecessary Conversation	F. T. Burchett	S. E. Office
9. Keep Rats Out Of Corn	F. O. Rowbottom	Garage
10. Common Sense	Unknown
11. Rumors Break Down Morale	B. E. Timbs	12
12. Opportunity	J. Bailey	12
13. Late Again	J. M. Spearing	12
14. Watch Your Step	J. Bradley	Div. 1
15. Efficiency	J. Gordon	Blacksmiths
16. Results of Carelessness	A. G. & E. Co. Bulletin
17. Clock Watchers	I. C. Gordon	Div. 5
18. Courtesy Stops Complaints	Unknown
19. Make Use of Wooden Blocks	C. E. Lentz	Garage
20. Lining Spring Bushings	C. E. Lentz	Garage
21. Safety First (Use Goggles)	C. E. Lentz	Garage
22. Hey, "Look At That"	F. T. Burchett	S. E. Office

Foremen's Field Day

H. E. Jordan, F. O. Rowbottom, "Cy" Watts, Joe Melvin and Doyle Rishel attended the annual Field Day of the Los Angeles Foremen's Club at the Uplifters Club polo field July 22nd.

A program of athletic events constituted the chief attraction of the day until a wonderful grilled steak dinner was served, when sighs of satisfaction were heard all around the tables where some 120 members were seated.

After the dinner, everybody settled back with the hope that his individual check for the meal ticket would rate one of the very attractive prizes given by the various Los Angeles industries.

It was gratifying to note the murmur of approval from the crowd when the announcement was made that the next prize would be an electric clock donated by the Los Angeles Railway.

Prizes to the aggregate value of over \$300.00 were distributed and everybody, whether they received a prize or not, went home feeling that it had been a day well spent.

The job of single tracking at Temple and Silver Lake Boulevard is well under way. The city is building a bridge there and the "L" Line is operating on temporary track.

Commendations

July brought 32 commendations, 2 less than the 34 in June.

The number of men commended at each Division in July is as follows: Division One, 7; Division Three, 9; Division Four, 16; Division Five, 19.

The hardest time for a man to get up in the world is every morning.

"I" Line Resumes

About the time this issue is in the hands of subscribers, the "I" Line will be in operation over the Glendale and Beverly intersection. Through service on this line has been suspended for many months as the city made a huge fill at this point and repaved a part of Beverly and First Street.

Veterans' Annual Picnic at Sycamore Grove



Veterans' Doings

Vas you dere Sharlie? If you were not you sure missed a good time. The picnic held by the Los Angeles Railway Veterans' Club at Sycamore Grove on Sunday, July 16th, proved a huge success.

Everyone attending was requested to register and on checking up at the end of the day we found over three hundred signatures.

There were quite a few who did not arrive in time for the picture. A number of the members had to work Sunday, which made them a little late in arriving.

After the contents of many lunch baskets and boxes had disappeared, and the camera man had done his stuff, the crowd seated themselves in front of the big open air stage, where a splendid program was given and enjoyed by all.

Following the entertainment there were running races, egg races, sack races, and many other games for boys and girls between the ages the three and sixty. The winners were awarded prizes at a little ceremony held later on the open air stage.

As usual the Ladies' Auxiliary was right on the job helping in every way to make the day a success.

At the recruiting booth a number of applications were received for membership in the Veterans' Club and in the Ladies' Auxiliary.

The various committees are to be congratulated on their good work and, of course, they owe a whole lot to the Ladies' Auxiliary for their aid.

Due to the heat, vacations, etc., there will be no Veteran activities during August. However, I expect to have lots of news from the Entertainment Committee for the September Two Bells.

J. A. MADIGAN, *Adjutant.*

Ladies Auxiliary

Members and prospective members, please notice and mark your date calendars accordingly—our meeting nights have been changed to the third Wednesday of each month, and will be held in Harding Hall, on the fourth floor of the Patriotic Hall at 8:00 P. M.

You folks who stayed home on the 16th missed one of the best times of your life. The picnic was a howling success. Believe it or not ladies, we received seven new applications for memberships that day, while the men took in only one. We really are going forward by leaps and bounds.

At our last meeting, on July 18th, we used for the first time the lovely Altar Flag which was presented to us on the night of installation by Mr. and Mrs. C. J. Jackson of Division Four, and for which the Auxiliary wishes to express its sincere appreciation.

We are planning something unusual in the line of entertainment for the month of September. It is rather an early date to bring to your attention this fact, but we do want you all to keep your eyes and ears open for further announcements regarding this special event.

A personal request is being made through this issue of Two Bells to all ladies who have presented applications for membership and who have not as yet been initiated into the Auxiliary, to be present at our next meeting. Also, those who have not as yet signed an application blank, will you do so right now and send it in or ask your husband to give it to his Division Commander, who will see that it reaches our Club. May we expect to see you on Wednesday night, August 16th?

ESTHER L. WILLIAMS, *Secretary.*

Scout Troop 45

On the recent visit of the Governors of the States to Los Angeles, Ray Fife, Senior Patrol Leader of Troop 45, was chosen by Scout Headquarters to be one of twenty Scouts picked from all the Boy Scouts of Los Angeles, to serve as Guard of Honor to the Governors when they arrived in the city July 28th.

Scout Troop 45 is now devoting one meeting night a month to swimming at the Montebello plunge. Already two of these swims have been held.

On July 16th the Scouts went up to Fish Canyon. We Scouts have always been told to be on time because we are a railroad Troop. However, on the 16th Messrs. Bower, Dyson and Campbell arrived at Division One late. Mr. Campbell and Mr. Bower used no excuses, but Mr. Dyson claimed he had a flat tire. We wonder?

We cannot recommend Fish Canyon as a good place this season because the falls run water at the rate of about three drops a minute.

Once again Troop 45 has changed its meeting place. We now meet at Ninth and Hope Streets in the church just off the northeast corner. Visitors are welcome to come any Friday night.

The Troop is looking for new members so we would be glad to have the sons, or their friends, of any of the Los Angeles Railway employes join us.

BOB BOWER, *Publicity Manager.*

LYNN WEBER, *Two Bells Reporter.*

Automobiles are strangely human, the smaller the car, the sassier the horn.

Division Five Baseball Team



Front row, left to right: F. J. Mason, A. E. Johnson, Bill Maupin, H. F. Snow, George Platner (Mascot), Tom Wiley, C. L. Lindop, J. E. Watkins.

Standing, left to right: J. W. Graham, H. S. Lindley, S. B. Sowell, D. W. Ryan, E. L. Seale (Captain), W. H. Ritter, L. M. Lininger, J. A. Madigan and Roy Platner (Manager).

Some Kicks

By JOHN COLLINS

Supt. Meter-Mileage Department

Time after time men complain to me about getting demerits for something they did not do. Some of these men are of such a high type that I am inclined to believe that they did not run the signal on purpose.

But on the other hand, there is absolutely no reason or excuse for any man turning in another for something he did not do.

Not long ago I called a man on Line "N" for starting against a red signal. About ten minutes later on the same trip, while I was operating the car, he called my attention to the same thing. We did not run the signal, nor did we intend to, but we would have done so had we continued.

Giving bells before the motorman calls for them and failure to give proper hand signals at curves are getting some conductors into trouble.

I consider these violations slight as compared to running away from passengers, and I feel that a crew that would run away from passengers would violate any other rule. There is no reason why I should turn a man in for leaving passengers if he did not do so. But if I saw car 1555, Line

"W", 11th and Broadway, southbound at 5:09 p.m. Thursday, July 27th, start while a man and woman were running from about the middle of the car toward the rear steps, in sight of the motorman, and seen by the conductor after he gave proceed bells, and he did not cancel his proceed bells, I should have to turn this crew in, but I would have to see all the moves, as this is considered a serious offense. All rule violations lead to serious results.

In riding with a man whose operation is good I say nothing about it, but if it is not good I turn him over to the Division Instructor, whose business it is to make the man a good operator. I do not turn a man in to the instructor, however, unless I can prove to both the man and the instructor that the man could do much better.

The last case of this kind was a man who was always in the red on power conservation, about 3.20 k/c. on his run, but under strict instruction for one round trip he was able to make it in 2.44 k/c. with a four motor car, and is now doing 2.90 k/c. This holds good with all the men who are in the red or just clear of the "bogies."

Some of these men try to excuse poor operation by contending that if too much is saved the "bogies" will be

Soccer Team Wins

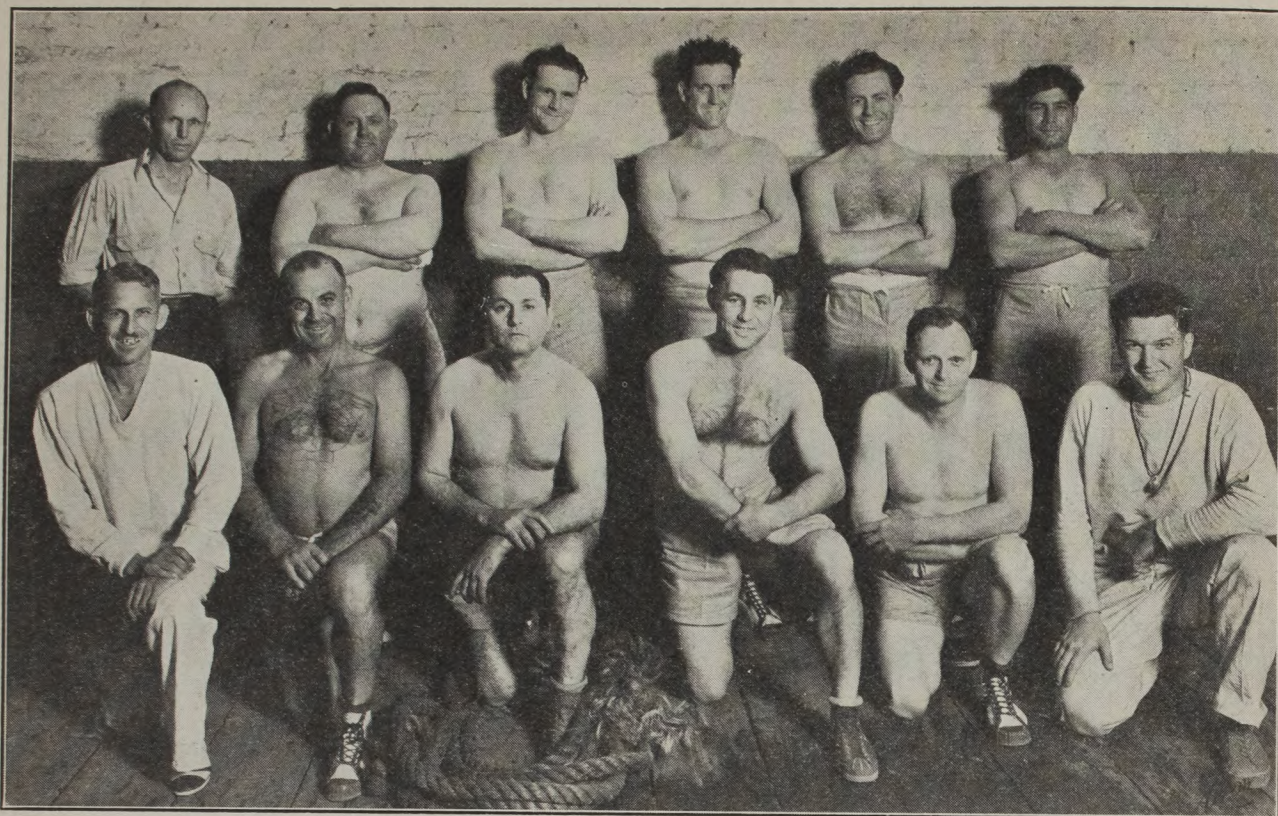
Jack Bailey, Shops Scribe

The LARY Soccer Team, after suffering a 5 to 2 defeat on June 9th by the Roman Athletic Club, came back strong in a return engagement July 22nd and defeated the Romans 2 to 0. Manager Bill Reynolds was quite pleased with the response of a full team and its good sportsmanship.

A new find in the person of Ted Oglesby, of the Paint Shop, as goal keeper, strengthened the defense wonderfully. The boys were all enthused over this unexpected victory and are planning big things for the coming season.

lowered so that more will have to be saved. This is not true. Correct operation is merely correct operation, and if followed will produce the results we want. We know what can be done and when it is not being done. We ask nothing unreasonable, but the law requires us to see that certain things are done and that they are done in a certain way.

An observer gets just as much credit for reporting a man for obeying the rules as he does for reporting one for violating them.



Tug O' War

In case there is any doubt this is a Tug-of-War Team and not a group of Grecian Gods. Adonis should spot the boys a few points, however, even if only a few.

The names of these blushing specimens of physical perfection are as follows: Standing, from left to right—"Red" Fulton, trainer and property man; C. H. Wells, anchor man par excellence; C. C. Cupp, team's broadcaster over station "KUPP"; W. Ellis, captain and chairman of ways and means committee; W. W. Huskey, team's wit (?) and general nuisance; Henry Castorena, general relief man.

In the front row we have: Les Sparks, coach and technical adviser; O. J. Mosher, training specialist; A. E. Pico, rope custodian; Henry Watts, public relations expert; Ralph Nokes, chairman of practice committee; A. L. Davis, training coach and manager.

For the benefit of those who were unable to attend the exciting athletic event, and I believe I speak to the vast majority of our readers as scarcely a familiar face was to be seen in the audience, a few words in regard to tug-of-war matches might not be amiss.

A tug-of-war is an old seafaring sport going back to the days of full-rigged man of war vessels and muzzle loading cannons. Those of you who were fortunate enough to see the fri-

gate "Constitution" can readily see what a tremendous amount of man-power was necessary to haul one of those heavy cannons around and manage the sails. Since this extra man-power was necessary only in very rough weather or actual combat, sailors on warships in those days found considerable leisure time on cruises. These men usually amused themselves with wrestling, fighting and teams pulling on a rope. Wrestling as practiced in those days was likely to cause broken bones and fighting was likely to end in a general melee, officers usually encouraged teams to compete against one another.

Merchant vessels did not carry this excess of man-power, as sailing was the only business engaged in at sea. It is easily seen how teams pulling against one another, by the constant association with war vessel or "men of war," that we now have rope pulling contests that are called tugs-of-war.

Present day tug-of-war teams consist of seven men whose total weight must not exceed 1400 pounds. Two such teams arrange themselves on the extremities of a 65 foot hemp rope facing one another, leaving at least 18 feet between opposing teams. The anchor man, who is the last man counting from the center, usually ties the rope about his waist and prepares to hold all slack and steady the entire team.

Now we are ready for the pull. The

teams take the stretch out of the rope and get set. There is a report from the starter's gun and if the teams have been well trained they throw their entire weight against the rope almost instantly. This is where teamwork and muscle coordination count. If both teams hold their footing in this first surge they then settle down to their respective styles of pulling. The winning team must pull their opponents nine feet to win a "pull." This must be accomplished in less than four minutes or it is a draw. Very few "pulls" last more than two minutes, but this is long enough if you are pulling. The teams change sides after the first pull and try again as a match consists of the best two out of three pulls.

These matches are pulled on a rough board platform about 80 feet long and four feet wide. The contestants must wear rubber-soled shoes without spikes.

With a scant three weeks of practice the above named group of masculine charm sallied forth to defend the colors of LARY in the Southern California Tug-of-War Tournament held at the Olympic Auditorium July 27 and 28. Altogether there were twenty teams competing in this tournament. Among those present were the veteran championship teams from the packing companies and State Highway Department. Truly, our prospects did not look rosy but nerve plus the fighting spirit of LARY men saw us

Scribe Mason Marries

You probably know the gentleman in the accompanying picture, having seen his smiling face at the head of the Division Five news column for several years.

After reading the National Recovery Act over he decided to do his bit in putting some one to work, so, accompanied by Miss Florence Tannenbaum, the little lady in the picture, he proceeded to the Marriage License Bureau. Yes, sir, girls and boys, we present Mr. and Mrs. Fred J. Mason.

The ceremony took place on Saturday morning, July, 22nd, and J. A. Madigan, Foreman of Division Five, was on hand as best man to see that Fred did not forget his lines.

After the ceremony the bridal party motored to La Venta Inn, a beautiful little spot at Palos Verdes, where a delightful dinner was served. It was here that the picture was taken.

Following the dinner the newlyweds left on the afternoon boat for Catalina Island.

The happy couple have the best wishes of Freddie's many friends and co-workers. May they have a long and happy married life.



Mr. and Mrs. Fred J. Mason.

Personals

Mrs Gladys P. Iiams, Chief Telephone Operator for the main office building, spent most of her vacation in Arizona, visiting her parents and younger sister at Prescott, then the Grand Canyon on the way back to San Diego, where she spent the remainder of the time with Mr. Iiams' parents.

Bill Snyder, Chief Supervisor, has gone on a vacation and left us all guessing. Bill went to a convention in San Francisco about two years ago, and ever since has been talking about the wonderful friends he made there. Our guess is that he went back to renew old acquaintances.

Superintendent T. Y. Dickey celebrated his first anniversary as Superintendent at Division Five on August 4th. Congratulations, Mr. Dickey.

C. D. Clark, our itinerant storekeeper, called us up on August 1st to announce he was celebrating his forty-third wedding anniversary that day. We all wish him many more happy anniversaries.

Cupid shot one of his honeyed darts into the Cash Counters Department and rumor has it that Miss Dorothy E. Walsh was married to Mr. Brewster on July 15th. Here's wishing them a very happy married life.

J. H. McCornack, Motor Coach Division Scribe, is spending his vacation by taking short trips here and there.

N. H. Greenwood, Stationer, with his wife and son, are spending their vacation partly at Catalina and partly at Huntington Beach. Incidentally, the boss of the family will be one year old on August 16th.

Claude H. Campbell, formerly of the Engineering Department, but now on the Special Roll, left for Indianapolis, Indiana, on July 15th. He will visit with a daughter there for several months and had a trip to the World's Fair at Chicago promised him as one of the inducements to get him to go

back East.

Joe Finn spent most of his two weeks vacation at Newport Beach fishing. At press time we have not heard whether he caught anything or not.

Bill Mott starts his vacation on August 14th and hasn't decided whether to go to Europe, China, or just stay at home.

Mr. and Mrs. Eric E. Kenway of the Personnel Department, are spending their vacation in Vancouver, B. C., visiting friends.

J. W. Murray of the Engineering offices has just returned from a vacation spent at Grand Canyon. He reports a wonderful and inspiring trip.

Henry E. Jordan passed his vacation at Big Bear. He has returned much refreshed and ready for the winter's work.

Lester Turley has returned from a camping trip at Arrowhead, where he spent his time fishing and golfing.

Ethel Herr of the Engineering offices is rumored to have spent her vacation fishing at Big Bear, but brought home no evidences of having caught any FISH.

Bill Morgan is reported to have an offer from one of the Big Leagues as center fielder since his performance at the Square and Compass picnic. Contributions are being accepted to buy Bill a bushel basket.

H. H. Peterson divided his vacation between the beach and visiting with his folks at San Bernardino.

R. B. Hill is "somewhere" on vacation. As he wanted to get away from everything and get a real rest, he left us no address. We hope he has a fine time and gets the rest he seeks.

Births

Conductor J. Alday of Division One is the happy father of a six pound boy who arrived on July 11th. Mother and boy are doing well and father is happy.

* * *

Motorman F. F. Favour of Division Four is receiving congratulations on the birth of an eight pound boy on July 12th. Best wishes to mamma and the little one, F. F.

* * *

H. A. McCall, of the Los Angeles Motor Coach Division, passed the cigars and informed us that he is the proud father of an eight pound, nine ounce baby girl. She was born July 15th and has been named Nancy Jane. Congratulations and many thanks for the smokes.

* * *

F. J. Rappe, of Division Three Mechanical, is the proud father of a baby girl. The cigars were fine.

More About Tug-of-War

finish in third place. That we earned this place without favors can be seen from the following summary of the tournament:

LARY vs. Safeway Stores No. 2—

1st pull—LARY won, 12 sec.

2nd pull—LARY won, 13 sec.

Semi-Finals

LARY vs. Bell Telephone Co.—

1st pull—LARY won, 1 min., 15 sec.

2nd pull—LARY won, 28 sec.

LARY vs. Lyon Van & Storage Co.—

1st pull—LARY won, 2 min., 12 sec.

2nd pull—LARY won, 38 sec.

This gave LARY third place without further pulling.

Finals

LARY vs. Swift Formay, Champions—

1st pull—Swift won, 1 min., 32 sec.

2nd pull—Swift won, 48 sec.

The State Highway then pulled Swift Formay for 1st place and lost two straight pulls in 12 seconds and 31 seconds. LARY then pulled the State Highway Department for 2nd or 3rd place as follows:

LARY vs. State Highway—

1st pull—State Highway won, 1 min.

2nd pull—LARY won, 25 sec.

3rd pull—State Highway won, 1 min., 12 sec.



INDIVIDUAL COURTESY

A corporation may spread itself over the whole world and may employ a hundred thousand men, but the average person will usually form his judgment of it through his contact with one individual. If this person is rude or inefficient, it will take a lot of kindness and efficiency to overcome the bad impression.

For (1) Motorman D. D. Rhoads, of Division Four, from Charles E. Brooks, for courteously stopping his car and motioning for passenger to come on across the street and board the car when he noticed Mr. Brooks hurrying to reach the corner. Mr. Brooks said he noticed many very evident courtesies by the passengers which were "just a reflection of the attitude of this motorman."

For (2) Conductor H. Bruggerman, of Division Four, from R. M. Thomson, for alertness and efficiency and for checking automobile traffic so passengers can board his car; and for a special courtesy where one automobile crashed into and damaged another one that was standing to permit passengers to get on the street car.

For (3) Conductor B. M. Deane, of Division Four, from Arthur S. Lewis for his courteous assistance to a rather discourteous woman passenger.

For (4) Conductor F. Skarda, of Division Five, from Nina Zimmerman, for his courteous treatment to her.

For (5) Conductor E. V. Athenous, of Division One, from Sara C. White, for kindly lending her car fare when she had forgotten her purse.

For (6) Conductor J. A. Gannan, (7) Conductor T. T. Leach, both of Division Five, and (8) Motorman G. James and (9) Conductor C. Voss, both of Division Three, from Mrs. Otto Fenske.

Conductor Gannan is commended for courtesy; Conductor Leech for considerateness and attention to duty; Motorman James for carefulness, good nature and attention to duty; and Conductor Voss for good nature and for helping passenger on and off the car.

For (10) Conductor J. T. Little, of Division Four, from Isadore H. Ojena, who wrote: "In my ten years of riding L. A. street cars I have never met such a courteous and cheerful car man."

For (11) Conductor W. B. Huddy, of Division Four, from Mrs. E. M. Pettit, for his very pleasant smile and for the efficient manner in which he handled an unavoidable situation.

For (12) Conductor F. C. Buhles, of Division Five, for his honesty and courtesy in returning her purse to her when she had left it on the car.

For (13) Motorman W. H. Wicker, of Division Five, from O. J. Coen, for the smooth starting and stopping of his car.

For (14) Conductor I. J. Kramer, of Division Three, from W. V. Maxwell, for his courtesy and kindness in helping passenger on and off the car and for giving information concerning the various transfer points.

For (15) Conductor E. W. Park, of Division One, from Avery E. Abbott, for exceptional service and courtesy. Mr. Abbott also says: "His street calling is clear and definite, and he is specific at transfer points."

Conductor Park is also commended by Inez Winton for his calling all car stops, and all transfer points as well as the name of the car crossing his own line.

For (16) Motorman E. N. Taylor and (17) Motorman T. O. Camack, both of Division Four, from Miss Ella M. Kennedy, for special kindness and

courtesy in helping her on and off the car.

For (18) Conductor M. J. Wallace, of Division Five, from Mrs. Swanson, for kindly lending her a token.

For (19) Conductor L. S. Lawler, of Division Five, from William E. Sadding, for thoughtfully going to the front of the car to remind him that he was nearing his destination.

For (20) Motorman M. E. Pennington, of Division Four, from Kate Hutchinson, for the smooth operation of his car, thereby making riding much more pleasant.

For (21) Motorman J. A. Limes, of Division Five, from Helen D. Gordon, who wrote: "He is courteous and obliging at all times, which makes riding on his street car a pleasure."

For (22) Conductor H. A. Hennes, of Division One, from Mrs. S. E. Bastajian, for alertness and for calling all streets clearly.

For (23) Conductor S. T. Wride, of Division Three, from L. M. Spencer, for the loan of money with which to buy tokens.

L. M. Spencer also sent in a nice bouquet for conductors in general as follows: "I speak both from observation and personal experience when I say the personnel of your conductors is excellent. They are courteous, watchful and reasonable."

For (24) Motorman E. N. Winer, of Division Five, from Mrs. Hilda M. Otter, for considerably stopping his car for two women who had not yet reached the corner.

Letters of commendation were also received for the following men, for whom we have no photographs.

For (25) Motorman B. Butler, of Division Five, for holding his car so passenger could board; (26) Conductor H. W. Thegard, of Division Five, for calling stops and for assisting

passengers on and off the car; (27) **Conductor J. P. Fleming**, of Division Three, for good nature, attention to duty and for helping people on and off the car; (28) **Conductor G. G. Mellick**, of Division Five, for helpfulness, good nature and attention to duty; (29) **Conductor E. W. Lentz**, of Division Three, for good nature, helpfulness and for giving safety warnings to people; (30) **Motorman J. A. Gillispie**, of Division Five, for consideration and for holding his car for passenger; (31) **Conductor F. Clavin**, of Division Three, for helpfulness, good nature and efficiency; (32) **Motorman H. E. Farmer**, of Division Four, for careful operation of his car; and (33) **Motorman E. W. Watson**, of Division Five, for smooth starting and stopping of his car and for efficiency. These commendations are all from Mrs. Otto Fenske.

For (34) **Motorman E. L. Lewis**, of Division Five, from Clara A. Wright, for kindly lending her car fare when she had left her purse on another car.

For (35) **Motorman S. H. Brody**, (36) **Motorman H. G. Burgess**, (37) **Conductor J. M. Walker** and (38) **Motorman S. R. Harrington**, all of Division Four, from Miss Ella M. Kennedy for their courtesy and extraordinary assistance in helping her on and off the cars.

For (39) **Conductor G. W. Scott**, of Division Four, from Elmer J. Gutsch. When he arrived downtown Mr. Gutsch discovered he had carried his wife's car keys with him, so he asked Conductor Scott to take them back to the end of the line and telephoned his wife to meet the car and get the keys, thus enabling her to use the car. This was much appreciated by both Mr. and Mrs. Gutsch.

For (40) **Motorman J. B. Thompson**, of Division Four, from Mrs. Hazel Hurd, for his extreme courtesy. Mrs. Hurd also says: "As a visitor in Los Angeles he gave me perfect information to get me where I wanted to go in due time."

For (41) **Motorman R. D. Murphy** and (42) **Conductor A. R. Sattler**, both of Division One, from Arthur S. Lewis, for their loyalty and extra fine service. Motorman Murphy is complimented on being above the average in culture and friendliness, and Conductor Sattler is commended for his patience and for holding the car for a confused, elderly woman with packages.

For (43) **Conductor F. J. Nimz**, of Division Five, from Mrs. A. J. Fugitt, for giving her desired information in a very courteous and friendly manner.

For (44) **Motorman P. N. Stewart**, of Division Five, from H. L. Dorrington, for splendid operation of his car and for exceptional courtesy to all

passengers. And in particular Mr. Dorrington commends him for his attention and assistance to a crippled woman who rides his car.

For (45) **Motorman S. E. Phillips**, of Division Four, from Hiram A. Barton, for his kindly help when Mr. Barton was forced to use crutches.

For (46) **Conductor A. W. Openshaw**, of Division Five, from L. J. Malone, for persistently looking for and courteously returning a token which had fallen from Mr. Malone's hand and rolled under a piece of mechanism.

For (47) **Conductor O. A. Dixon**, of Division Three, from William H. Parcels, who wrote: "I gave the conductor a dollar bill for four tokens and neglected to wait for change. He later located me in the car and gave me my change, and I think this act of honesty on his part should be rewarded."

For (48) **Conductor W. Sambus**, of Division Four, from Lucile I. Carter, for returning her purse to her when she had left it on a westbound "W" car and later got on the same car on its eastbound trip. She was grateful for the return of the purse and the honesty of the conductor.

For (49) **Motorman A. L. Marden**, of Division Five, from Earl Bench, for being pleasant and courteous and for making an extra stop to accommodate passenger.

For (50) **Motorman P. H. Thompson**, of Division One, from Mrs. Dort, for efficiently signalling for a left hand turn.

For (51) **Motorman C. A. DeGuire**, of Division Five, from Mrs. Martha R. Jones, for courteously helping her pick up the tumbled contents of a small suitcase which came open as she hurried to transfer.

In her hurry and confusion Mrs. Jones says she neglected to take the cap or car number of the trainmen of the car she transferred to, but she appreciated their courtesy in waiting for her.

Appreciations

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

Mrs. Justis and Sons.

* * *

We wish to express our sincere thanks for the kind expressions of sympathy and the beautiful floral piece for our father, James Roberts, who passed away July 25th.

Mrs. A. A. Johnson
Mrs. Ora King
Henry L. Roberts

L A F F S

The stout woman on the scales was eagerly watched by two small boys.

The woman dropped in her cent, but the machine was out of order and only registered 70 pounds.

"Good night, Bill," gasped one of the youngsters in amazement, "she's hollow!"

"Whar yo' all gwine, Rastus?"

"I'se huntin' elerphunts."

"Lawsee, boy, don't yo' all know t'aint no elephants heah?"

"If dey was, Ah wouldn't hafter hunt an' dat's what Ah wants ter do."

Peters: Is your wife a good driver?

Jeters: Well, I'm not sure whether she is or whether all the drivers she meets are.

"I've just become engaged to an Irishman."

"Oh! Really?"

"No. O'Reilly."

Passer-by—What, digging up this street again?

Foreman—Sure, the contractor used to be a surgeon and it seems that three steam shovels are missing.

Bridget had been discharged.

Extracting a \$5 bill from her wage roll, she threw it to Fido.

Then the shocked mistress heard her exclaim:

"Sur'n I niver fergit a friend; that's fer helpin' me wash the dishes."

For Sale

For glass house numbers, or, in fact, any kind of signs, see C. D. Clark at your Division each week.

Three Leads

Once again Division Three has taken first place away from Division Four in the average number of witnesses per accident, although both Divisions went over the 6.00 average.

Division Five made a slight gain, but Division One slid backward.

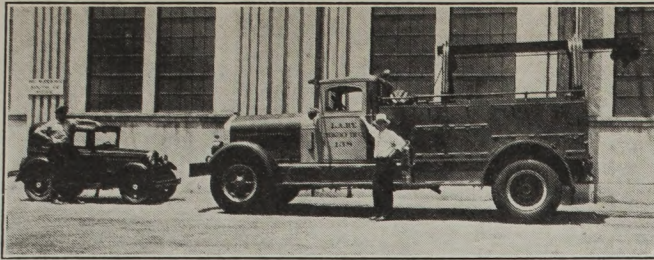
Comparative averages for witnesses per accident for June and July are as follows:

June		July	
Div. 4.....	5.91	Div. 3.....	6.53
Div. 3.....	5.79	Div. 4.....	6.04
Div. 5.....	4.89	Div. 5.....	4.99
Div. 1.....	4.78	Div. 1.....	4.20

July showed the smallest number of accidents for any month this year, with a total of 817. In June there were 864.

The average witnesses per accident for all Divisions in July is also the highest average for any month this year, 5.47. The June average was 5.35.

Truck No. 138



Here is a picture of our very latest style in Trucks, Emergency Truck No. 138, which was recently completed at the South Park Shops for use in handling the coaches. The small Austin on the left was placed in the picture merely to give contrast.

Mr. Homer West, one of our mechanics, who owns the Austin, is leaning against it, while Mr. Guignard, our mechanical inspector, is standing next to the truck.

The truck chassis was purchased from the White Truck Company, and the body was designed by the Mechanical Engineering Department, and built in the South Park shops.

Journey's End

Motorman Frank Samuel Hughlett, of Division Five, passed away on June 19, 1933, while in the East. He was born in Crofton, Kentucky, and was employed by the Company as a motorman September 17, 1929. He was a member of Masonic Lodge No. 608 and I. O. O. F. No. 396, of Mortonville, Kentucky. Mr. Hughlett is survived by his wife.

* * *

James William Justis, Conductor at Division Three, died July 13th. He was born in Springfield, Missouri, and was employed by this Company as a conductor on May 26, 1921. Mr. Justis is survived by his wife and two sons. He was a member of M. W. A. Lodge No. 9262 of Los Angeles.

* * *

James Roberts, Motorman at Division One, passed away July 21st. He was born in Ft. Wayne, Indiana, and came to work for this Company as a motorman on June 20, 1910. He was a member of M. W. A. of Los Angeles. Mr. Roberts is survived by a son and two daughters.

* * *

John Joseph Moriarty, Conductor at Division Four, passed away on July 30th. He was born in Woodstock, Minnesota, and was employed by this company as a conductor on September 13, 1929. Mr. Moriarty is survived by his wife and a daughter. He was a member of Ancient Order United Workmen at Pasadena.

I WOULD BE TRUE

I would be true, for there are those who trust me;

I would be pure, for there are those who care;

I would be strong, for there is much to suffer;

I would be brave, for there is much to dare.

I would be friend of all—the foe, the friendless;

I would be giving and forget the gift;

I would be humble, for I know my weakness;

I would look up, and laugh, and love, and lift.

By Howard Arnold Walter.



H. N. COLE

Conductor E. E. Feb and his wife have returned from a seven thousand mile honeymoon trip, visiting relatives and friends in Denver, St. Louis, Bowling Green, Ky., Louisville, Ky., Indianapolis, Ind., and other points along the way. They also took in the Worlds Fair at Chicago, and then came back to home sweet home in sunny California with memories of a wonderful time.

Weddings

Business is picking up in some lines, for instance:

Conductor F. E. Feb and Miss Alfa Dixon were married on May 2nd. We are a little late in announcing it, but better late than not at all.

* * *

On June 20th Conductor A. I. Brennan led Miss Elenor Rawson to the altar, and they have just returned from a honeymoon trip.

* * *

Our artistically inclined Safety Operator, G. G. Gifford, and Miss Elvy Denny were married on July 12th.

* * *

Motorman G. H. Schleuter has returned from a long trip all over the Middle West and as far north as Canada. His family and his mother-in-law, Mrs. Schrader, accompanied him. They intended visiting friends in Canada, but a new law requiring passports prevented them crossing the line, so their friends were notified to come to the border and they had the pleasure of greeting each other across the line.

Motorman R. J. Orphan has returned to work after being off three months recuperating from an injured knee. He fell and broke his knee cap and feared it would result in a stiff joint, but, thanks to a wonderful surgeon, he is as good as new.

Motorman R. B. Azbell is also back on the works after a season in the hospital with an acute attack of appendicitis. He was taken from his car, a few Sundays ago, directly to the hospital, where an emergency operation was performed and now he feels better than ever.

After a lingering illness, Motorman J. Roberts passed away on July 7th. "Dad," as he was affectionately known, was a man of wonderful personality and his many friends were grieved when he finally succumbed to a complication of diseases.

The parents of Conductor H. E. Gregory arrived in Los Angeles on July 17th, from Oklahoma. They will reside with their son.

Hot weather and vacations go hand in hand. Here is a bunch of the vacations: Conductor J. G. Frantz is on a sixty day leave to visit relatives in Seattle.

Conductor W. H. Laing is taking sixty-two days off and will visit relatives in Wisconsin.

Sixty days was granted Motorman L. R. Spencer. He will spend his vacation in Washington.

Some of these fellows are pretty liberal with time. For instance, Conductor H. C. Bliss is taking a seventy-five day vacation and is visiting friends and relatives in Minnesota.

Safety Operator C. P. Moore is spending the best part of his sixty day vacation in Wyoming.

Big fish at Big Bear seems to be the motive for a sixty-three day vacation taken by Motorman J. L. Penny. Just think of it! Some people get all the breaks.

There is no report as to how Conductor A. G. Richards is spending his sixty day leave, but we presume he will cram it full of pleasure.

A delightful trip to New Mexico for Conductor F. R. Jones. He was away for thirty days.

Motorman R. R. Youts took off for eighteen days to take his mother to Murrieta Hot Springs for her health.

With a trip to Oregon in his mind, Motorman J. E. Nielson asked for thirty days. He will return August 15th.

Oregon will be the scene of Motorman C. M. Long's activities for the next fifty days.

Motorman M. E. Iffland is taking a two months vacation. He hopes to regain his health during that time.

Motorman D. E. Fletcher is off on a two months leave of absence and will spend some time at Eureka, California.

The following men took short vacations during the month: Motorman T. M. Matzenbacher, six days; Safety Operator G. H. Witham, seven days; Conductor L. M. Heft, ten days; Safety Operator M. Grammer, ten days; Conductor R. W. Stevens, ten days; Motorman J. M. Alder, seven days; Motorman G. N. Chapin, fourteen days; Safety Operator R. B. Luther, fifteen days; Conductor A. J. Carhart, twenty-eight days, which he spent in Michigan; Motorman F. T. McClendon, thirty days to visit Oklahoma; Motorman G. C. Grayson, twenty-eight days, and he went to Oregon; Conductor F. W.

Godel spent ten days in the mountains; Conductor J. H. Stanley, fourteen days; Motorman J. Waddell stayed at home for a week; Conductor W. S. Culver, nine days; Motorman E. H. Mohler spent seven days in the Yosemite; Conductor L. M. Hills spent three weeks fishing at different places; Conductor L. Zukoff took ten days off just to rest up; Conductor G. R. Evans spent ten days at Gilman Hot Springs.

At this writing Conductor H. G. Voight is confined to his home on account of a sprained back.

Motorman F. E. Kimble has been on the sick list for several days but is reported as improving.

Operator H. A. Cornwell is confined to his home on account of illness.

Conductor H. J. Kliensack is off duty on account of sickness.

Conductor A. A. Phillips is taking two weeks off, and he hopes there will be a change in the weather when he returns.

A very painful carbuncle was the cause of Conductor Louis Rasmussen being off duty for seventeen days. He is all right now and back on the job.

Motorman Bradshaw has returned from a delightful trip to the World's Fair.



Division Three

L. VOLNER

Sunday, July 9th, being the birthday of our Foreman, Robert Reid, Superintendent Ferguson and wife, Clerk H. W. Gilmore and wife, Motorman Henry Neal and wife, accompanied Mr. Reid and his wife up to Big Pines to celebrate the occasion. As it was Mr. Reid's party he had the honor of wearing a big paper cap upon which was lettered "CHEF," and to show him still greater favor, he was allowed to do the part. The others of the party helped a little with the preparation of the dinner, but Mr. Reid says they were more in the way. The day ended all too quickly and with each one wishing Mr. Reid's birthdays would come more often.

Motorman Jimmie Messick has gone on a vacation, and no doubt much of his time will be spent at his favorite hunting place Jackass Meadows.

We are indeed sorry to announce the sudden passing of Conductor J. W. Justis. Mr. Justis had been operated upon and afterwards pneumonia set in, causing his death. The sympathy of the Division is extended to his family.

After quite a great deal of remodeling and new additions to his home, and with a coat of paint and new awnings, Conductor J. J. Olexo says he has the snuggest home to be found.

Conductor I. J. Kramer was displaying a new fountain pen, and said it was one of the newest out; that he could write any color. Conductor E. C. Croughan was an interested spectator and suggested that he write "green." Mr. Kramer proceeded to write the word green with Mr. Croughan's head stuck close to the paper closely observing the

pen to see what he would do to cause, as he thought, green ink to come out.

Accompanied by some friends, Conductor Ira Gott went out many miles in the mountains and up a deep ravine, where they thought they would be away from all habitation, to practice shooting. After they had practiced for quite awhile, he and his companions were arrested for shooting within the city limits. Ira said he had heard much about the size of Los Angeles, but this was the first time that he realized it covered so much territory.

After a delightful vacation spent in Yosemite, Conductor J. P. Fleming is back on the job. Since the "B" Line has been made a one man job, Mr. Fleming is working on Line "5." His many friends on Hooper Avenue say they "Sho" do miss the smilin' face of 'Mr. Stucco'.

Motorman F. L. Leadbetter and family were some more visitors to Yosemite during the past month, and Mr. Leadbetter says he never enjoyed a trip so much as this one. They pitched their tent in the park and there they stayed during his entire absence. He spent most of his time lying in the shade of the big trees getting a genuine rest.

Conductor O. G. McDermith, his wife and daughter, have returned from a trip to Colorado. They visited a brother in Alamosa, an uncle in Pueblo and a cousin in Fowler. The return trip was made by the way of Salt Lake City, Reno and San Francisco.

Motorman Bill Millican says he used to think he had to work a full run and a tripper to make ends meet, but now he has quit the tripper and, in addition, has gone on a several weeks vacation up in the northern part of the state.

After a two weeks vacation, Conductor Harry Beals is back on the job. Mr. Beals says he has been rather busy since being off, as he is taking care of Supervisor Perry's house during Mr. Perry's absence. Mr. Perry is visiting at his old home in Tennessee.

Our very efficient stenographer, Mrs. Rhoda Ruhlin, has returned from her vacation, which was spent near Forest Home. During Mrs. Ruhlin's absence, Operator Sam Dean worked in the office.

A letter from Conductor E. Cox who, with his wife, is on an extended tour through the Northwest, states that he is improving in health and expects to be back in Los Angeles in a few weeks. Eddie says that trout are plentiful in that section, as well as quite a few bears that wander unmolested in the various parks where he has camped.

Conductor E. L. Jandro and wife are vacationing on the Santa Ana River, which is located in the mountains back of Redlands. Jandro says he is going to spend all his time eating trout and taking a much needed rest.

A post card from Conductor J. C. Phillips states that he and his wife are at the Chicago Fair. Jarvis adds that he has seen a lot of street cars since he has been on this trip but none of them compare with those on our property.

Conductor J. M. Wilson left the latter part of the month for Arrowhead, where he will rest for three weeks.

Operator S. D. Moody and family are looking over the wonders of Yosemite for a few weeks.



Division Four

C. J. KNITTLE

Ever since Mr. Jolson took a smack at Walter Winchell at the Hollywood Stadium recently my initiative to tell the bitter truth as well as the sweet side of life at Division Four is seriously hampered.

Imagine me telling about that massive hunk of humanity, Motorman Louie Wall, coming to work the morning after July 4th with several fingers heavily bandaged, the result of picking up a firecracker that didn't go off. And then imagine me strolling into the trainmen's room tomorrow or the next day, bowing this way and that to my fellow inmates when all of a sudden—SOCKO!—right in the back collar button and scrambling to my feet to gaze into the maddened face of my assailant, Uncle Louie.

I'll still pay a quarter to see an Al Jolson picture and I'll gladly pay three cents to read Winchell's column, but for the sake of the wife and kiddies I'm through writing scandal.

Incidentally, a Blessed Event occurred at the home of Motorman F. F. Favour on July 12th. The hearty congratulations of his many Division Four friends followed. The little one weighed eight pounds and Motorman Favour lost no time in announcing, "It's a boy!"

Motorman Frank Hommel spent a ten day vacation in and around town, starting July 7th.

Conductor R. E. Carroll took a two weeks vacation, starting July 10th, and spent most of it fishing at San Onofre.

A fishing party composed of Motorman M. P. Knepper, Operator H. W. Webb, Conductor W. H. Snow and Operator Nelson journeyed to San Diego July 10th to try their luck around the Coronado Islands. The gang brought back a capacity load of fish, mostly yellowtails. Knepper provided most of the entertainment when a thirty pound yellowtail resented the idea of being manhandled. It was finally pulled aboard. Webb and Nelson also brought in marvelous catches and though Snow's results were a little below his standard it was still very satisfactory. These men are much enthused about these trips and would like to have other trainmen join them.

Voice on the Division phone: "Could my wife's husband lay off today?" "What's his name?" "Whitaker." "Yes, you can have the day off."

Motorman E. B. Adams spent a brief vacation at Camp Baldy.

Motorman J. R. Gibbs was granted eighteen days leave July 10th to make a trip to Salt Lake and Wyoming.

Motorman Bert Tallant had the misfortune to slip down a flight of stairs at his home July 14th and sustained a sprained ankle. The accident necessitated his spending seven days on the sick list.

Motorman William Brotherton spent a fifteen day leave at Coronado, starting July 8th.

Conductor W. M. Vaughn returned re-

cently from a thirty day leave during which he drove his little family back to the old home town, Holdenville, Oklahoma. The trip eastward was rather eventful. Nearing Flagstaff, Arizona, Vaughn unwittingly drove too near the side of the road or slightly off of it and plunged into a thirty foot ditch. Mrs. Vaughn suffered a scalp wound which required four stitches. The machine turned over twice. Vaughn and his little son escaped serious injuries. The machine was towed to Flagstaff for repairs. Two days later they were able to continue their journey.

Conductor D. A. Hinds was granted ten days leave July 14th to make repairs on his home.

Motorman-Operator L. C. Asseff spent a seven day vacation starting July 14th visiting in San Francisco.

Motorman W. J. Templeton took off fifteen days, starting July 19th, to make a trip to San Luis Obispo.

Motorman-Operator Homer V. Cage was granted a thirty day leave July 20th to visit his "in-laws" in Nebraska.

Motorman C. G. Rogney made a ten day trip to the Redwoods and the Sequoia National Park. He left July 20th.

Our good friend, former Motorman F. P. Leach, who recently was appointed to the L. A. Police Department, has already had a bit of bad luck. On July 12th while in the act of arresting a drunken man, the prisoner unexpectedly slashed Leach's arm with a razor, severing two tendons. Another officer succeeded in subduing the drunk.

In the last issue of Two Bells it was reported in this column that Ed Hahn, a former Safety Operator of this Division and also member of the Los Angeles Railway Hawaiian Quartet which made a great hit over local broadcasting stations a few years ago, is seriously ill with diabetes at the home of his parents in Wyoming. Evidently the party conveying that report was misinformed, as we are in receipt of a statement from a very reliable source declaring that Eddie is in very good health and working every day. We are very pleased to make this correction.

Conductor William H. Snow wants everyone to know that he is not the colored bandit of the same name who was recently nabbed by the police.

STREET SCENE. Recent Sunday afternoon: Auto comes speeding down the track on Broadway to Second Street. Crashes into rear of standing "W" car so forcibly the motorman's hat was knocked off by the jar.

Conductor B. Skinner was granted fourteen days leave July 23rd to make a trip to Oregon.

Conductor D. L. Adams spent a two weeks vacation starting July 25th at Catalina and nearby resorts.

A. M. Emerson, local Transfer Clerk, ended his twentieth year of Los Angeles Railway service July 29th. We must say Emerson is still going strong. Good luck, A. M.

Conductor R. J. Crothers has moved again. Ha! Ha! But that's not news.

Motorman and Extra Clerk W. L. Greenwood left July 31st for Yosemite and San Francisco by auto and will return via the Great Basin. He was granted a two weeks leave.

The accidental death of Conductor J. J. Moriarty early in the morning of July 30th was a severe shock to his many Division Four friends.

Conductor Moriarty held a regular run on an "A" Line owl. The accident occurred at the 9th Avenue and Jefferson terminal at 2:33 a. m. Moriarty and his motorman, E. D. Wakeman, were preparing the car for the return trip when an auto, traveling at a terrific speed, crashed into the end of the car, killing Moriarty instantly. The driver was painfully injured and removed to Georgia Receiving Hospital.

Moriarty was respected for the quiet and sincere way in which he associated with his fellow trainmen, for his patience and the unwavering friendliness he maintained in all his contacts on the cars.

Conductor Moriarty entered the Los Angeles Railway service in September, 1929, and was assigned to Division One. In July, 1933, he was transferred to Division Four. Three days before the accident Moriarty celebrated his fortieth birthday.

The most heartfelt sympathy of the entire personnel is extended to those who survive him, his wife and one daughter, Lucille.

Conductor H. L. DeuPree was granted a fifteen day leave July 31st and left for San Francisco.

Conductor O. E. Goodwin has been granted a thirty day leave to drive to Minneapolis.

Janitor Bill Colley is away on his regular two weeks vacation, and if we guess right, Bill is taking in all the ball games.



FRED MASON

Just imagine pulling in at 2:18 a. m. and, upon going to make your turn-in finding yourself \$13.00 short! That is what happened to Operator Sammy Bayliss recently and poor Sammy was just sick about it. Conductor Bobby Warner, who pulls in at the same time as Sammy, felt so sorry for him that he suggested he get his car and drive to 116th Street and then to First and Fresno to see if he had dropped it when changing ends. This was done but to no avail, and poor Sammy went home tired and worried. He then proceeded to disrobe and upon pulling off his last sock, what should fall on the floor but the \$13.00! Everybody in Hawthorne heard Sammy yell with joy and after very hurriedly dressing he caught the 4:30 a.m. car from Hawthorne and got to the barn in time to make his correct turn-in. Motorman "Red" Wicker said it happened to be a warm night, otherwise he might not have found the money until the following Saturday night.

We've had men calling for their runs without a collar or uniform cap, but not until one warm afternoon did we have one come along without his shirt. Conductor Bert Koerner was the shirtless one and this is how it happened. He had been working on his car at home and found out that time would not permit him to finish the job, so he decided to bring the car to a garage close to the barn. He packed all his belongings and equipment in the back end of the car, left the car at the garage and carried his stuff over to the barn and, much to his chagrin, when he came to put on his shirt he discovered it was absent, and so to a nearby haberdashery store did he hie for a shirt.

Conductor A. N. Earle, who is on a leave of absence, writes from New London, Wisconsin, asking for a thirty day extension. Says he is having an excellent time and that he plans on getting married in the near future. Here's wishing him lots of luck and happiness.

For a trip to San Francisco, Conductor L. Klaris took two weeks off and will be back around August 8th.

Motorman T. E. Boydston will be off for three weeks and is going to visit relatives in Eugene, Oregon.

To take in the World's Fair at Chicago, Motorman S. B. Sowell is taking sixty days off and will not be back until September 17th.

Motorman H. M. Guthrie is off for three weeks and is resting up at home. His conductor, Frank Keers, has been Sergeant Keers for the past two weeks, he having attached himself to the National Guard Encampment at San Luis Obispo.

Motorman Frank Cavenee and J. L. Zellers have been teamed up for the past two weeks and from what we hear they have been burning up the road between Los Angeles and Anaheim Landing, where they have been doing considerable aquaplaning.

Conductor George Ritter and Motorman Bill Openshaw are taking a trip to Seattle, Washington, where they are going to look over some ranch land and at the same time look up ex-Motorman R. R. Rigen, who, according to reports, is doing quite well up there.

Motorman W. W. Jones will be off for seven weeks for a trip to Chicago and, of course, he is going to take in the World's Fair.

Conductor H. Yardley will be off until September 15th and is at present vacationing at Wenatchee, Washington.

For a vacation back home with the folks in Lockerby, Utah, Motorman Cleo Hart is off for sixty days.

Conductor R. L. Wilson is off for sixty days and is visiting friends and relatives in Denver, Colorado.

When Motorman "Tex" Bourland was asked why he did not go in for pitching horse shoes, he replied that he could not hide a horse shoe.

The boys of Division Five join in expressing their sympathy to Motorman George Doerflinger, whose mother passed away recently, and to Motorman Al Drummet, whose son passed away.



The successful fisherman on the right of the picture is J. C. Schneider and the one on the left is J. A. Willer, two boys of the Paint Shop at South Park. They spent their vacation on Rush Creek, near Grant Lake, Mono County, and brought back some good proof that the big ones did not get away.

Upper: Little Beverly Maria Kunz, sitting in her high chair waiting for dinner to be served. She is the nine-months-old daughter of Motorman G. H. Kunz, of Division Four. It is predicted that Baby Beverly will be a prize winner for personality when she grows up.

The smiling little gentleman in the bathing suit is Donald Stanford Patten, eleven-year-old son of Conductor O. S. Patten of Division Four.

Lower: Conductor C. V. Jones, of Division Four, and his son, Eugene Paul Jones, age three; the picture is entitled, "Sonny Boy Lends a Hand."

Here is the wife of Motorman Kale Titmus, of Division Five, and their five-year-old daughter, Nancy, taking things easy in their two-wheeled covered wagon. This picture was taken on a recent week end trip up in the Arroyo Seco. The trailer was built by Mr. Titmus and is quite a nifty affair. It is equipped with a sink, wash basin, running water, two beds and other conveniences. It weighs about 1,000 lbs. and cost \$106.00.



JACK BAILEY

H. K. Conacher, Foreman of "C" Inspection, has returned from his vacation and resumed his duties only as Harold could resume them.

H. Furrer, of "C" Inspection, was granted time off to visit relatives in Oregon.

Art Edmunds, of "C" Inspection, spent the holidays at Huntington Beach and San Diego.

J. Bickford, Truck Shop Clerk, spent the holidays at his Big Bear cabin.

Truckman R. M. Blaize has changed restaurants again, and can he pick 'em! If the wife finds out about this—?

Truckman W. Leisure and family spent the Fourth at Mammoth Lake. Bill is still trying to reduce the cost per fish per trip.

L. Crump, Painter Foreman, is away on his vacation and plans trips to Mt. Lowe, Catalina, and San Diego. He will also look in on his favorite sport, baseball.

Some of the boys wish to remind Harry Deibert, Chief Plumber, that straw hat day was on May 13th. They planned to get him a bear skin coat for a Fourth of July present but there is still the depression to contend with.

Rex Guignard, of the Superintendent's staff, is away on his vacation to rest up. You know, Rex played a wonderful soccer game just before he left.

B. E. Timbs, Rex Guignard and A. Dellinger enjoyed a week-end outing at

Sebrina Lake up Bishop way. The fishing rod and kodak got a good work-out.

Carpenter H. V. Campbell and family Chevrolet-ed up to Big Pines over the holidays. HESSIE wore himself out getting in and out of the old bus for inspections. The last straw occurred when a young chap dropped a firecracker behind his crate and HESS jumped out all set to fix a flat. Can he take 'em?

C. E. Green, of the Winding Room, and wife visited Sequoia over the holidays. Green is now holding down the big chair while Foreman H. Smith rests up at Camp Seeley.

Ted Ormston, of the Winding Room, was called to Oswego, New York, to the bedside of his brother, who was seriously injured in an auto accident.

J. T. Watts, Foreman of the Electrical Wiring Department, is on his two weeks vacation to parts unknown.

Machinist O. Rivers and family spent the Fourth at Forest Lodge.

Machinist Foreman M. E. McCune and family are vacationing at their Newport cottage.

Machinist J. E. Ellis and family visited Yosemite over the week-end and including the Fourth.

Machinist C. L. Nickels reports sea fishing over the holidays not so good. He only caught some 350 pounds of sea bass and a few more barracuda. BELIEVE IT OR NOT!!!

Machinist W. A. Maitland and wife spent the Fourth at Sequoia.

Last month's Store vacation list included such celebrities as Miss Mary M. Dowrey, H. D. Beebe and B. Bradfield. Ben Bradfield, quite to his misfortune, suffered a minor operation his first day off.

L. A. Johnson, Head Man of the Mill,

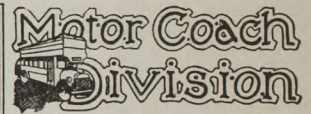
was granted a three weeks leave of absence to wind up the fishing season at Crater Lake, Diamond Lake, Klamath Lake and all the other local lakes in the Medford vicinity.

Art Robey, our handy man, is at present doing time in the Upholstering Department, if he is not whistling. You know he is the champion whistler of the Shops. But let us get back to the subject—he and his wife motored all the way to Yosemite only to find there was no sleeping room anywhere, and they had to move on to Sequoia.

* * *

Married

One by one the Shop's bachelor club is dwindling. Married, yes sir, none other than our little Carpenter friend, Ray Shollin. This surprise event took place July 20th and our good wishes and congratulations are extended to the happy bride and groom. Just one question: How long did it take Ray to explain to the parson's wife the purpose of his call? "Gee, but it has been hot today!"



J. H. McCORNACK

We have eight new men to introduce this month. They are M. C. Baron, A. E. Ramsey, G. D. Love, R. Seabury, D. J. Barnhart, E. T. Garren, J. I. Peters and H. P. Salmans.

L. W. Slocum, our Cash Receiver, was sick during his vacation but says he had a good rest because he had to spend most of it in bed.

Pop Gay has left us after five years of service. His plans are somewhat indefinite but he is taking a trip east for a visit and rest. We will miss him.

W. E. Rinker is smiling pretty now with his brand new teeth.

Cliff Gregory and Ralph King have found a new friend. She is an accordion player.

This may or may not be consistent, but B. R. Hobbs checks his 15c passengers on an express trip just to show the boys he can take it, and has passed up a night run because he has all the night work he can do.

G. A. Stevens has purchased a Cadillac convertible coupe.

R. I. Hunter's motorcycle burned up so he has bought a brand new Harley. It is robin's egg blue.

We are glad to hear J. H. Sherwood's wife is recovering nicely from her automobile accident. It was necessary to take nine stitches in her cheek.

Pop Owen is looking for a button stretcher. He is trying to duplicate Two-Ton Reed.

H. C. Lehnhart, with a party of six, caught no fish.

Al Brehm has taken his wife fishing to show her where he buys them.

Frank Sherwood has another new Nash with a radio and everything. He has had it two weeks and driven 500 miles and is getting ready to give it an overhaul.

GARAGE

One of our boys has been winning bags of groceries and minor prizes at markets and theatres until he has gained the

name of Lucky Tom, and having a name, of course, he must live up to it, so just to show how lucky he could be if he tried he has won \$500.00 on a lottery ticket. The depression is temporarily over at Tom's house. He says he is going to have new clothes and the wife gets a trip back to Colorado to visit her folks.

Just plain Old Ace Penny is on vacation at Big Bear. He may be going to fly up there but started out in a Chevrolet.

H. Gilfillan is spending part of his vacation in the mountains and the rest at Coronado Islands, where he intends to break all these fishing records we have been hearing about.

The west end of the Garage says that Fletcher is not the entire source of information. For politics and character reading see Land.

Yes, the beer party was a success. Scotty and Benny Walters stood the strain fine. George Oliver also had a good time at the ball game but John Keller got awfully sleepy.

Wesley Noff and family are making a ten day vacation trip to San Francisco and points north.

Four hours came through on Young's time card charged to B610A "cleaning Young." We don't know whether he used the pressure pump or the solution tank.

Latin women are much attracted to Charles Hardy. Hidden charms, perhaps.

Harry Lane prefers gingham aprons to coveralls. Ask him.

Dean Ovard is spending the hot days vacationing in Yosemite.

If it were not for Mother Nature's final achievement in form and grace personified by our second baseman, Steen Parker, the noon ball games would be very flat. It is really a treat to see this Greek god, who has been on a diet, in action.



F. F. ROBEY

DIVISION ONE

Clay Haywood and family are spending a two weeks vacation in Yellowstone National Park. They went by way of Salt Lake and plan to return via Seattle and down the Coast.

Jimmie Bradley and wife will soon be vacationing in Templeton, where he plans to do a lot of resting.

Alex Reid and wife are enjoying their vacation at Murrieta Springs.

R. O. Martin and wife spent a delightful week's vacation in Yosemite visiting many points of interest.

W. Christmas had a pleasant time in Yosemite over the Fourth. Any trouble with the bears, Bill?

DIVISION TWO

W. S. Gregory enjoyed his vacation, the most of the time being spent at home but we noticed that he came back to the old haunts occasionally.

I. F. Hickox, formerly Conductor at

Division Three, has been transferred to Night Watchman at the west end of Division Two Carhouse. Glad to have you, Ira, and just keep the bums out.

Inspector W. H. Williams, after enjoying his vacation, traded his shift with H. T. Brown just so he could get more sunshine by working days.

* * *

Married

Well, we hear that a few days ago, while Chief Inspector of Operating Equipment W. R. Cavett was entertaining his brother he also had other important business and he kept this business a secret until his vacation started, when he admitted that it was a honeymoon as well. We all wish them luck.

* * *

DIVISION THREE

Pearl Haywood has his store teeth now. He has been on the sick list a month, but feels better again.

J. A. Scothorn is also on sick list. Hope to see him back soon.

W. Cook is getting married soon. Good luck to you. These car cleaners are fast workers.

H. Wescombe had a touch of hot feet—says electricity sure warms them.

Good fishing stories are scarce right now, but there is plenty of talk about the hot weather.

DIVISION FOUR

Ed Thomas has just returned from a two weeks vacation spent at Long Beach. Ed says that he spent the most of his time in the water.

W. E. Gillett is in the hospital, where he underwent an operation. He is reported to be doing nicely.

Tom Watts and wife are spending their vacation up in Oregon, doing some fishing and much sight-seeing.

R. J. McIntyre has returned home from the hospital, where he was operated on. Glad to hear he is getting along so well.

DIVISION FIVE

Charley Shelford has returned to work after spending two weeks at Yosemite among the bears.

Well, boys, step out to the Compton race course some night and see Tom Cosgrove's "King Hi" run. We hear that he is doing some very good running, getting second place.

And talking about running, Andy Duncan has a taxicab run now, from Vernon and Broadway to 54th Street and 2nd Avenue (mornings only). He also has a clock and, believe us, he sure watches it.

Geo. P. Macqualter, wife and friends, spent their vacation at Huntington Beach.

O. E. Lund, Assistant Night Foreman, motored back to Colorado for his vacation.

Russell Litz had a good time fishing over the Fourth of July. He got clear up in the mountains before he discovered that he only had his poles and had to come home again to get the tackle.

H. Creager must have thought that the Carhouse had been moved to 54th Street

and 4th Avenue, as he kept right on going the other morning, until he reached that point. What was the trouble, Hollis?

The boys of the Division Five Mechanical Department announce with profound regret that Wheeler Ellis and Ralph Nokes cannot pull with them and the Tug-of-War Team, as, under a recent ruling of the Amateur Tug-of-War Association, they turned professional on July 28, 1933.



H. I. SCHAUBERT

The deepest sympathy of the Track Department is extended to Mr. Hogg, Night Store Clerk at Vernon Yard, on the death of his son.

Ed Fleming took a real vacation this year, spending the entire month of July at his beach home.

Bob Gates spent his two weeks at his country place in the Mojave Desert, near Lancaster.

Carle Heffington has a lot to be proud of. An eight-cylinder Auburn convertible sedan. He layed off for a week in order to have all his friends look it over.

Jimmy Taller reports a pleasant trip for a vacation in Yosemite.

Jack Glover made his vacation trip this year by train, visiting around Stockton and Ione.

Mrs. Sparks, wife of L. F. Sparks, Los Angeles Railway Tug-of-War Team Synchronizer, is on a trip to Kansas City to visit relatives. Mr. Sparks believes that his synchronization will result in a winning team and a trip to the Chicago World's Fair, where he expects to join his advance agent. Now if his plans work out, his success as a synchronizer is assured.

Last Minute News: Alas and alack! At the finals on July 27th the LARY Tug-of-War Team won third place. The Chicago trip now looks doubtful for the Synchronizer.

Elmer Mitchell spent an enjoyable vacation in the San Bernardino Mountains at Clark's Ranch.

The memory of this year's vacation will linger long in Otto Johnson's memory—outbound, everything rosy; returning, not so good. Near Grants Pass, Oregon, Otto leaned the family chariot up against a truck loaded with wood. Result, a seventy-five dollar garage bill. Pressed for time, Otto borrowed a friend's car and continued. At Santa Barbara, California, Greek meets Swede and a seventy-five dollar bill to friend's car results. How about going c-r-a-z-y over bicycle riding, Otto?

Generous Charlie Plume, being a light eater, placed an especially fragrant limburger cheese sandwich in Mr. Fleetwood's desk the other day. Mr. Fleetwood's sensitive schnozzle immediately detected the presence of what he concluded was a dead rat. Diligent search was made, much to the amusement of J. B. Buchanan, who happened to be present. After removal of various and sundry drawers the offending morsel was discovered and promptly disposed of.