

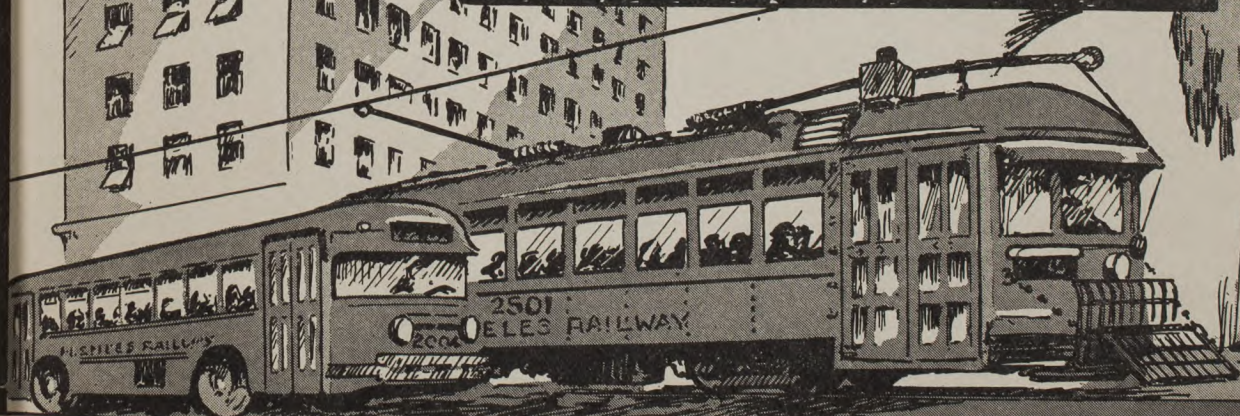
# TWO BELLS



T o n i g h t

I F, when the sun sinks low tonight,  
And floods you with its golden light,  
As you sit thinking of the day  
Crowded with its work or play;  
If you recall some kindly deed,  
A helping hand to one in need,  
Or just a touch to ease some pain,  
You have not spent the day in vain.

—Robert A. Walker.





## Eyes Front!

**I**T sometimes happens that in the heat of the battle, those closer to the front line trenches are not as fully aware of the progress being made as those whose task it is to stay in the rear and direct the maneuvers. Good discipline demands that we keep our eyes to the front and work at our own individual duties. If the order comes down the line to attack, then it's the duty of every last man to attack and stay right at it for all he's worth. If the order is for a retreat, then retreat we must, for those in command have the complete terrain in view and have given the order for the welfare of the entire army or sector. Those who saw service during the late World War can readily appreciate the necessity of this attention to duty.

Right now, we might say that the whole country is engaged in an economic war. Rather than stay in the front line trenches and fight shoulder to shoulder, you will find a number who want to lay down their arms and attempt to get back to Headquarters and show how the war should be run or how it could be won. The best army is the one which stays in the fight, each man shouldering his duty calmly and with determination.

This whole thought can be applied very directly to our own business. We know the whole country is in an economic war. We know what our specific tasks are. We each have a job to do, and whether it's in the office or on the "front line" operating the cars and buses, it's up to us to make the most of it and gain for ourselves and for our Company all that can be had in the way of business. Let's watch all "leaks" and watch all possible opportunities to gain new business. Charles Gordon, Managing Director of the American Electric Railway Association, very aptly expressed our sales problem when he pointed out that we were selling a very perishable commodity—that once a car had run its trip, the service it had for sale could never be offered again. Our job is to see that we get every possible fare out of each trip made by a street car or bus.—*Railwayman.*

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*Tears won't soften hard times.  
They just make them soggy.*

---

*The only things more popular  
than green lights are greenbacks.*

---

*One-half the world doesn't know  
how the other half manages to buy  
gasoline.*

---

*All men cannot be **THE** best, but  
every man can be **HIS** best.*

---

*Slick promoters frequently offer  
to let you in on the ground floor, but  
nearly always they fail to say who  
is in the cellar.*

---

*He who boasts much of his past  
thereby admits that he doesn't think  
much of the present and doesn't expect  
much of the future; he acknowledges  
he's a has-been.*





# TWO BELLS

A Herald of Good Cheer and Cooperation

Published Monthly by and for Employees of the Los Angeles Railway

Volume Fourteen

February, Nineteen Thirty-three

Number Two

JANET C. McNEILL

Publicity Manager and Editor

## One Man Operation

By JOHN COLLINS

Supt. Meter-Mileage Department

Making change, collection of fares, issuing of transfers, or doing work on trip sheets or cards must not be done at a time when it will, in any way, interfere with the safe operation of the car. A bulletin has been issued calling this rule to the particular attention of Instructors and Supervisors.

The rule means that each operator must exercise such care in doing his work as to counteract the negligence of others. The rule is not hard to observe if the operator keeps his working tools in order and in a place where he can get at them when needed. He should also select the proper time and place to do certain routine work.

Be businesslike and avoid unnecessary and useless moves. Some men create too much confusion in making a relief, others attract too much attention while running by feeling in their pockets or looking on the car floor as if they had lost something.

One man, upon arriving at the first stop from the end of the line and finding that he had six transfers and one coach ticket to punch, could not find the punch. His hands worked in all the pockets of his coat, overcoat, vest and pants. Finally, after one passenger told him to bite a hole in the transfer, he found he had been sitting on the punch. If he had the punch tied onto himself he would know where to find it, and it could be dropped out of his way while he was making change or passing out transfers.

Looking around too much, or away from where you are going attracts the attention of the passengers and, should an accident occur, they are likely to state that you were doing so at the time the accident happened.

Grind money through fare box while people are getting off or while

waiting at a stop signal. Transfer a few coins at a time to your changer—there is less likelihood of dropping them. Have changer full before reaching a point where you anticipate a load.

In most cases where you are performing an act requiring the use of both hands your attention is also centered upon that act.

When rounding curves or following traffic, photograph in your mind the clear space ahead before looking away. Look ahead again before using half of what had been the clear space. By conscious effort develop correct habits which will soon become automatic. One of these habits is to do **nothing** that will detract your attention from the track ahead while running on any heavily traveled street, or when approaching a cross street. Your ability to foresee a possible accident and prevent it by good judgment is worth more than all kinds of fast action when an accident is about to occur.

You may be pressed for time, but is your time so valuable that the saving of a few seconds is worth taking the chance of a collision?

Motormen who have become operators should learn to answer questions, make change and punch transfers quickly.

Conductors changing to operators should learn to keep their attention ahead and avoid the tendency to high speeds by utilizing the stored energy in the car to best advantage. Remember that at twenty miles per hour you are traveling over twenty-nine feet a second; at a twenty-five mile speed, over thirty-six feet a second; and that time passes very quickly to the man who may have his attention concentrated on punching a coach ticket.

## Engineering Synopsis For Past Year

The following are brief synopses of the work of the various departments of the Engineering Department during 1932:

### ELECTRICAL DEPARTMENT

During 1932, 10,000 pounds of 1,000-000 circular mil rubber covered feeder cable was installed between substations and trolley wire. Also 75,000 pounds of trolley wire were installed, together with twelve new type electric track switches.

Along three street improvement works, we entered in combination with the City on lighting standards for trolley wire supports, namely, Temple Street from Broadway to Figueroa Street; Spring Street from Temple to Sunset Boulevard; and West Third Street from Figueroa to Columbia Avenue.

During 1932, 696 poles were set of which 180 were new and 576 were second hand.

The emergency truck used for clearing tracks of blockades, bridging over fire hose, bad order street cars and overhead line troubles, made 1,140 calls and covered 9,500 miles. The regular Line tower trucks, seven in number, made 42,600 miles to take care of the system in the nature of inspection, maintenance, and repairs.

### WAY AND STRUCTURES DEPARTMENT

Tracks were extended on Spring Street from Temple Street to Sunset Boulevard.

Two very important grade changes were completed during the year, one on West Third Street from Figueroa to Columbia and the other on Temple Street from Hill Street to Park View.

In connection with the West Third



Street improvement, it was necessary to raise tracks at the intersection of West Third and Bonnie Brae and also raise tracks on Rampart Blvd. at Third Street approximately five feet.

In the reconstruction of Temple Street tracks were removed on Belmont Avenue from Temple to Palo Alto, there being no further use for this service.

Twelve layouts of special work were renewed, one new layout was installed and two were removed. Four new crossovers were installed and five removed.

The last remaining bridge on the system was eliminated during the year in the filling of the slough under Bimini Bridge.

All other bridges have been done away with in the past few years in the construction of viaducts over the Los Angeles River.

#### GARAGE

Coaches traveled 6,976,549 miles during 1932 and consumed 1,471,802 gallons of gasoline and 91,624 quarts of oil.

One new coach was purchased during the year.

Automobiles and trucks traveled 1,118,525 miles and consumed 124,230 gallons of gasoline and 6,273 quarts of oil during 1932.

One coach chassis was converted into a truck during the year. No automobiles were replaced.



Like the robins that bring glad tidings of Spring's arrival, the three men whose figures are pictured above seem to breathe an air of optimism as regards present-day conditions.

Reading from left to right, if you will notice closely, H. W. Quam seems to have a questioning look on his face, but this is overcome by the ever-present Picadilly smile which adorns the face of Motorman W. J. Cripps, and

this look of pleasure is further enhanced by the optimistic grin on Motorman A. R. Peterson's face—who, by the way, is on the extreme right.

All of these men are interested in the street car business on Line "N", and the photographer who caused them to "look pleasant, please," was none other than the Scotch camera fiend, Conductor T. G. Cumberland.

#### Back On The Job

Danny Healy, Chief Instructor, was laid up at home for a week with a mild attack of flu. He says the rest did him good and he is fatter than ever.

#### Aid in Filing Income Tax

Uncle Sam has given until March 15 to file income tax returns. Many persons are liable for filing income tax returns this year who have not done so in the past under the provisions of the new income tax law of 1932. Exemptions have been materially reduced.

The Collector of Internal Revenue for Los Angeles calls attention to the fact that failure to receive an income tax blank does not relieve liable persons from penalty for delinquency if the tax is not paid.

The company has made arrangements for George A. Prichard, attorney, and one of our own old timers, now an income tax expert, to be at the various Divisions on certain specified days. Mr. Prichard will assist any who do not know how to make out their tax returns. His fees are reasonable.

Mr. Prichard's schedule is as follows:

Division One—Monday, February 13, 20, 27, March 6.

Division Three—Tuesday, February 14, 21, 28, March 7.

Division Four—Wednesday, February 15, 22, March 1, 8.

Division Five—Thursday, February 16, 23, March 2, 9.

Also on Fridays or Saturdays or any evening by appointment.

## Summary of Engineering Dept. Work for 1932

### Mechanical

The following is a summary of some of the outstanding features of the Mechanical Department for the year 1932:

Passenger and service cars "C" inspections at South Park shops (August-December) .....	274
Passenger and service cars overhauled.....	228
Passenger and service cars—wrecks repaired.....	199
Passenger and service cars—miscellaneous.....	231
<b>Total all cars through South Park shops, as shown above.....</b>	<b>932</b>
Motor coaches overhauled.....	83
Company automobiles and employees' cars repaired and repainted.....	34
Built and installed truck bodies and cabs on White coach chassis.....	1
Car wheels scrapped, 24".....	86
Car wheels scrapped, 26".....	9
Car wheels scrapped, 30".....	1,908
Store orders completed.....	3,587
Work orders completed.....	118
M. M. requisitions issued.....	594
Interdepartmental authorizations completed.....	1,577
Inspection cards checked.....	33,557

### Labor

Employees that left service.....	144
Employees that entered service.....	28
<b>Decrease .....</b>	<b>116</b>
<b>Total number of employees, Mechanical Department, including the Supt. of Car Equipment's office (excluding Automotive Department).....</b>	<b>498</b>
Approximate total labor costs (Dept. 1 to 12 incl., and department No. 20).....	\$769,574.95
Approximately 750 cars maintained at divisions for daily service.	



## 'Human Element' Subject Of Lively Discussion

Speakers at the regular monthly foremen's meeting proved themselves both well informed and versatile in discussing the subject of the meeting, "The Human Element."

Wm. T. Brown was chairman of the day and the meeting was held in the instruction room at Division Two on January 14th. Mr. Brown announced that he would like to have everyone present express themselves fully on the subject of the program and its various ramifications.

The result was that the meeting was so interesting that the time allotted proved too short and the March meeting will be a continuation of the same discussions.

R. B. Hill, Manager of Transportation, and his staff will supply the program for the February 11th meeting. No subject has been announced, but everyone is anticipating a lively and instructive meeting.

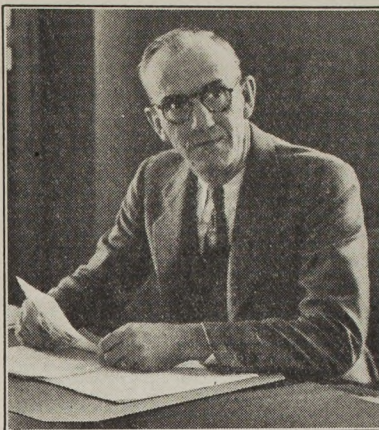
The sub-subjects of the main topic discussed at the January 14th meeting were as follows:

1. How best controlled?
  - (a) Should cast-iron rules be made and rigidly enforced?
  - (b) If not, what method would you suggest?
  - (c) Is good-will between employer and employe as valuable an asset, as good-will in business?
2. What effect has the depression made?
  - (a) Do men fully realize the situation and do they work with the same feeling toward the Company as they had before the depression?
  - (b) Or, are they dissatisfied, and just marking time?
  - (c) Will the lessons of economy and thrift taught, be of future benefit, or will men drift toward "Technocracy," "Communism," etc.?

The following took part in the discussion: W. W. Aldrich, R. L. Guignard, R. J. McEntyre, J. T. Watts, Lee Crump, H. K. Conacher, J. M. Spearling, E. C. Muse, Doyle Rishel, W. T. Reynolds, C. H. Heywood, G. A. Waggoner, C. B. Lindsey, J. M. Cook, J. W. Melvin, F. T. Burchett.

Organization is the art of getting men to respond like thoroughbreds. When you call on a thoroughbred he gives all the speed, strength of heart and sinew in him. When you call on a jackass, he kicks.

## Bill Morgan New Square and Compass Head



William M. Morgan

## Welcome Back and Birthday Greetings

The first day of the month marked the birthday anniversary of C. A. Henderson, Secretary-Treasurer of the company, and one of the most beloved of our official family.

It was an especially happy day for Mr. Henderson and his many friends for he is back with us again whole and sound after being bedridden for several weeks with a severe illness.

## We Are Safe

State Safety Inspector Wade paid his annual visit to the shops recently and gave us a clean bill of health. The only suggestion he had to make was the re-arranging of a guard on a machine.

## New Head of Lost Article Department

P. V. Mann has been appointed Clerk, Lost Article Department, succeeding A. T. Clothier, who passed away.

Mr. Mann is a real old timer; he was first employed by the company as a conductor at Division Two, August 27, 1901. Four years later he was made Transfer Clerk, then in 1913 he became Assistant Foreman and Foreman in 1915. In 1920 he was Superintendent of Division Two. Since 1923 he has served in the Employment office and in Mr. Dye's Department.

Mr. Mann is a native of Iowa; his hobby is Western stories and he is a great football fan.

The January dinner and annual election of officers for the year 1933 went off in a big way, and was it a success? Our genial friend, William (Bill) M. Morgan was UNANIMOUSLY elected as our President and big things are anticipated for the ensuing year. C. A. Henderson was re-elected as Treasurer, Wm. (Bill) B. Mott as Financial Secretary and Walter J. Born as Recording Secretary. The committees that have been appointed are wide-awake and on their toes, so we are looking for many more members setting aside the third Saturday night of every month than we have had before.

The turkey dinner prepared by Leightons was just right and the service, without comparison. With the aid of cigars, cigarettes and chewing gum, the dinner was finished and the boys repaired to the Lodge Room to conduct the more serious business after a very brilliant entertainment was first enjoyed by the members.

One of the features of the evening was the presentation to Bill Morgan, the newly elected President, of a large bouquet as an expression of the high esteem in which he is held by his many friends and fellow workers. Bill is probably still enjoying vegetable soup as the bouquet consisted of green roses, carrot tops, beet tops, etc., surrounded by a row of cauliflowers.

The payment of 1933 dues is now in order and you can contribute largely to a successful year by remitting same to your Secretary, Bill Mott. A good many surprises await you, beginning Saturday night, February 18th, so keep that night open, SURE.

The Bulletin will let you in on the secret so watch for it, right after this issue of Two Bells.

Clubfully yours,

Walter J. Born,  
Recording Secretary.

## Equipment Stands Test Of Storms

The Mechanical Department is rather proud of the fact that the equipment weathered the recent storms with only a very slight increase of mechanical failures over the normal weather conditions. This shows that under our present inspection, the mechanical equipment is in good shape.



## Three O'clock Shine at Division Three



The old three P. M. "shine" bunch; not so many as in the days before the depression, but just as enthusiastic. Old-timers, and those not so old, but street car tradition lives on, be it in the old time "gilley" room, or, in modern phrasing, the assembly room. A carefree bunch of grown up boys; not much for fighting, but full of frolic.

C. D. Clark, the purveyor of anything wanted, or needed, is among those present. Jarvis Phillips, H. C. Albertson, Harry Trabue, D. A. Kuykendall; all old, grey and bald in the service. They just happened in to see who was ahead in the cribbage or pinochle game and the usual kibitzers who tell 'em how the hands should be played.

Go wherever you will throughout the land and where you find street cars, you will find the "shine" men who protect the runs that go into service, and also the "stove-pipe" committees that know of future changes even before they are contemplated.

### Soft Now Compared To Old Days

By J. A. BODLEY  
Chief Dispatcher

During the recent heavy rains, as I watched the water on Broadway fill the street from curb to curb, my thoughts drifted back to a similar evening several years ago and I smiled to think how different the operating conditions were. True, our service thru the business section was at a standstill, but this time the automobile was the guilty factor, and not the equipment.

The former day I stood at a dispatching board looking at a list of twenty-six cars, including two wreckers, either derailed or stalled with burned out motors, checking off the car number as available help was dispatched, and fearing to open a key lest it be another victim of the storm.

I also wondered if the same thoughts raced thru the minds of the old-timers, those men who remembered when the orders were not to operate thru more than six inches of water, and who, when their cars arrived at a switch point, found it necessary to take off their coats, roll up their sleeves, and often take off their shoes, hunt the switch chain and hope the wheels would properly take the switch point; or, when taking a chance when they could not gauge the depth of the

water; how they used to hold their breath and hope they would go thru.

Unless one has passed thru conditions such as these, it is hard to appreciate the progress made or the obstacles overcome by our Company. In former days after a storm such as the last, the day following would see the pits in the carhouses full of men frantically installing or drying out motors so that the full quota of service might be operated.

Now, such storms cause no anxiety other than that caused by the heavy drop in revenue.

To the Engineering and Mechanical Departments is extended appreciation for the efficient manner in which our equipment is maintained and protected. To them goes the glory for eliminating what used to be a trying period.

### Where The Good Eats Are

L. J. Morris, Jr., over at Harry Tuttle's Car Barn Cafe has broken into rime as follows:

Four hours a day, four days a week,  
Everyone a job like this doth seek,  
If we do or don't, we'll always say  
The best eats are at the Car Barn Cafe.

And no wonder! Glancing over the menu that Harry sends us would make anybody's mouth water. Such a variety of good things and all at the most reasonable prices. Pay him a visit and take the family. Car Barn Cafe at Division Three.

### Scribe Mason Recovering

Fred Mason, our Division Five Scribe, who has been ill with pneumonia for several weeks, is up and around once more and is getting slowly, but steadily, better.

### Bouquets for 1932

A summary of the bouquets received during 1932 shows that pleased patrons of the company sent in commendations for 479 employes for extra courtesies and services extended to them or to the public. One Supervisor and one Traffic Man were included in the total, and the Motor Coach Division was also well represented.

One hundred and twelve men received two or more commendations during the year. One conductor scored a total of 11; one trainman received 9; one, 8; two, 7; two, 6; and two, 5.

We all know that these 479 bouquets do not represent all the extra courtesies and kindly acts that our men are performing daily in their efforts to serve well the patrons of our company. Many of our men go out of their way to perform acts of goodwill that are never acknowledged and that seemingly go unnoticed, but each and every courtesy extended and each thoughtful consideration of the welfare and comfort of our riders, and the public, helps just that much to sell the Los Angeles Railway service to the public.



## System Classifies Thousands of Items

The picture is not one of the police record bureau, but shows the addressograph plate filing cabinets in use at the General Office Stores Department, South Park Shops.

Very few commercial storekeepers carry the number of items that our stores are required to stock; this number at the present time being in excess of 20,000 items, each classified and designated by an item number. Each item adopted is covered by an addressograph plate which is used for printing stock book sheets, description tags, inventory cards, and the scores of lists which are demanded in the course of a year's business. These plates are filed in the cabinets shown, according to the class of material, and a simple system of signals on each plate designates the stores at which the item is carried.

By inserting a tray of plates in the machine and adjusting the selector, lists can be made for Vernon, Garage, Line, or any other store on the system, the machine automatically printing the items desired and skipping the balance.

Much economy has been effected through this equipment during the past five years as previously all this work was typewritten.



Standing, Clara Wilhoft; seated, Mary Dowrey. These capable young ladies are a part of the staff of the General Office Store Department and have charge of the addressograph and files.

### T. G. Duvall Called East Account Sister's Death

T. G. Duvall, Cashier and Assistant Paymaster, was called back to Frederick, Maryland, on account of the ill-

ness and death of his sister who passed away on January 30th. Mr. George Lane has received telegrams from him saying that his aged mother is also very ill. The sympathy of all his many friends in the company is extended to Mr. Duvall.

## Veterans Elect

The annual business meeting and election of officers of the Los Angeles Railway Veterans' Club took place on Wednesday, January 25th, at Patriotic Hall.

The following officers were elected: Commander, Comrade Angel, of Division Three; First Vice-Commander, Comrade Prescott, Substations; Second Vice-Commander, Comrade Timmons, of Division Three; Finance Officer, Comrade Nelson, of Division Four; and Adjutant, Comrade Madigan, of Division Five.

The installation of the newly elected officers will take place on Friday, February 17th and all ex-service men in the employ of the company, should try to be there with their families.

Comrade Dan Johnston, newly elected Commander of Post No. 10, Canadian Legion, very graciously accepted the invitation of our newly elected Commander Angel to have the degree team of Post No. 10 present at the installation to do their stuff.

As an added attraction on this evening there will be a first class entertainment—something that the kiddies will enjoy as well as the older folks. Take note of the date and bring the whole family.

Commander Angel made the following appointments, effective at once: Sergeant-at-Arms, Comrade Duncan, Division Five Mechanical Department; Captain of Drill Team, Comrade Roche, Division Five; Commander, Division One, Comrade Moyer; Commander, Division Three, Comrade Barkley; Commander, Division Four, Comrade Laird; Commander, Division Five, Comrade Manning; Commander, Substation, Comrade Leaverton; Commander, Line Department, Comrade France; Commander, Coach Divisions, Comrade Rohrbeck; Commander, Main Offices, Comrade Born; Chaplain, Comrade Bowler, Division Five; and Bugler, Comrade Crothers, Division Four.

You men know who your Commanders are so get busy.

Post Commander Culver is organizing a ladies' auxiliary and needs lots of help, so talk it over with your wives and daughters and if they are interested let your Commander know.

J. A. MADIGAN, *Adjutant*

## Witness Showings

Divisions One, Three and Four made substantial increases in their witness per accident averages for January. Division Five, alone, showed a decrease. Comparative averages for witnesses per accident for December, 1932 and January 1933, are as follows:

December, 1932		January, 1933	
Division Four.....	4.85	Division Four.....	5.77
Division Three.....	4.70	Division Three.....	5.68
Division Five.....	4.64	Division Five.....	4.55
Division One.....	3.46	Division One.....	4.09

The number of accidents decreased from 1,125 in December to 959 in January.

The total average witnesses per accident for all Divisions for January, was 4.97 which shows to better advantage than the 4.40 average in December.

## Standing of Trainmen by Divisions

The Safety and Courtesy standing of motormen, conductors, safety operators and one man car operators of the various Divisions during the month of January, 1933, is as follows:

Division	Loss of Courtesy				Loss of Safety			
	Mot.	Cond.	S.O.	O.M.	Mot.	Cond.	S.O.	O.M.
One.....	0	0	0	..	19	3	3	..
Three.....	1	0	..	..	9	1	..	..
Four.....	0	3	..	0	20	0	..	5
Five.....	0	0	..	0	12	0	..	3
Totals.....	1	3	0	0	60	4	3	8

Note—S.O., Safety Operators; O.M., One Man Car Operators.



## Larys and Hoot Owls Mix in Classic

The Los Angeles Railway Baseball Club, under the guidance of Captain Taylor, broke even in a series of two games for last month. They lost by a score of 6 to 2 against the veteran club of the Whitmer Merchants and won with a score of 1 to 0 against the Garage Hoot Owls in a classical exhibition of air-tight baseball.

The line-ups for the latter game were as follows:

Larys	Garage Hoot Owls
J. Spitler, 1b	Perks, 1b
Napp, 3b	Hargrave, 3b
Taylor, ss	Wood, cf
Ames, 2b	Campbell, c
E. Sievers, p	Ake, 2b
Wynegar, c	Lentz, ss
Casey, cf	Rorer, rf
White, rf	Hume, lf
L. Chiaro, lf	Moody, p

First inning: Three strike outs, Perks, Hargrave and Wood. Last half: Spitzler out, Hargrave to Perks; Napp struck out; Taylor infield fly to Hargrave. Second inning: Campbell, infield fly to Taylor; Ake out, Napp to Spitler; Lentz struck out. Last half: Ames walked and stole second; Sievers out, Lentz to Perks; Wynegar struck out, Casey to Perks unassisted. Third inning: Three strike outs, Rorer, Hume and Moody. Last half: White out, Moody to Perks; Chiaro long fly out to Hume; Spitler struck out. Fourth inning: Perks singled to center, gained second on an error; Hargrave struck out; Wood out, Ames to Spitler; Campbell struck out. Last half: Napp struck out; Taylor out, Moody to Perks; Ames a 2-base hit to center field; Sievers out, Lentz to Perks. Fifth inning: Ake out, Taylor to Spitler; Lentz struck out; Rorer out, Ames to Spitler. Last half: Wynegar outfield fly to Ake; Casey out, Hargrave to Perks; White out, Lentz to Perks. Sixth inning: Hume struck out; Moody hit to center field and stole second; Perks struck out; Moody out stealing third. Last half: Chiaro out to Lentz; Spitler hit a home run to center field; Napp out, Moody to Perks; Taylor struck out. Seventh inning: Hargrave out, Sievers to Spitler; Wood out, Taylor to Spitler; Campbell struck out. Last half: Ames hit to center field; Sievers to Lentz unassisted; Wynegar out to Hume; Taylor hit to Ake, forcing Ames at second. Eighth inning: Ake out to Ames; Lentz out to Napp; Rorer out, Ames to Spitler. Last half: Ames out, Lentz to Perks; Chiaro out to Wood; Spitler walked; Napp struck out. Ninth inning: Hall infield fly to Sievers; Moody struck out; Perks struck out.

You will notice that E. Sievers only allowed two hits and Moody allowed three. If one of those hadn't been a home run they probably would have been playing yet.

## Out of Old Album



Yes sir! We opened up the old album, and what did we see— young personality himself. This was taken 'way, 'way back in those dear old days when all the young conductors—well, at least most of them— were full of “wim, wigor and witality” and the ladies were dern glad of it. The year—1903. The place—Los Angeles. The good-looking young conductor—well, it's Grant Clear, who romps around at Division Three as Instructor. He may not be as vigorous as in the good old days, but he still has lots of vitality, and declares that he is good for twenty years more.

## Bowlers Grow Chesty

The Los Angeles Railway Bowling Team No. 1 certainly have their chests out after winning four points on the evening of the 23rd from the Broadway Juniors and rolling high series for the evening, which collects the \$2.50 cash prize.

Captain Doyle Rishel felt so good about it that on the following Wednesday he subbed on the Electric Club Team at the Angelus Alleys and, with the help of Ed Fleming, Sam Wood, Jess Yarbrough and Art Genn, took the candy from the Southern California Telephone.

Railway No. 2 Team are not feeling quite so good at present, but Captain George Oliver says they have been holding down their averages and are going to pull a little surprise on some of these teams that have not been taking them seriously.

The boys have ten more weeks to go, bowling every Monday night at the Broadway Alleys.

The Teams stand at present: Good-year, 58; Pratte Jewelers, 48; Los Angeles Railway No. 1, 43; Broadway Juniors, 36; Sip-N-Bite, 39; Harris Fords, 36; Los Angeles Railway No. 2, 31; and Jewel Tea, 29.

## Tokens Off to Great Start

The Los Angeles Railway Tokens, the girls' basketball team, started out in grand fashion in the Industrial Recreation League at Echo Park Playground.

The first game was played January 24th with The Veseli Club I. with the score 51 to 16 in favor of The Tokens.

At the time Two Bells goes to press the games of February 3rd, between the Lary Tokens and the Hawks, and of February 7th, between the Lary Tokens and the Southwest Club, will have been fought out resulting, we hope, in victories for us.

The game scheduled for February 14th with the St. Joseph's Club will be well worth your time to see. It is going to be a humdinger! Come and see for yourself.

The schedule of games for the balance of the season is as follows:

Tuesday, February 14th, Larys vs. St. Joseph's Club.

Friday, February 24th, Larys vs. Veseli Club II.

Tuesday, February 28th, Larys vs. R. G. Dunn Co.

Friday, March 10th, Larys vs. The May Co.

All games are played at Echo Park Community Center, 1632 Bellevue Avenue, at 6:00 P. M.

Don't forget we need some of that side-line cheer.

Emma Blossil, Manager.

## Track Work On East Side

The Way and Structures Department will soon begin work on reconstructing a piece of track on East Seventh Street between Anderson and Utah Streets.

## Commendations

January brought 17 fewer commendations than the number credited to December. The total for December was 57 and for January 40.

The number of men commended at each Division in January is as follows: Division One, 9; Division Three, 17; Division Four, 11; Division Five, 16.

“Jones commutes now. I hear he is getting to be an expert at it.”

“Yep, he eats his breakfast before he goes to bed every night.”



# Scout News

Sunday, January 8th, Scout Troop 45 and Committeemen went up to Mt. Baldy. The snow was new and interesting.

Some of the Committeemen and Scouts hiked up to the toboggan slide above Ice House Canyon. From what I hear it must be good.

Everyone had a good time, including those who fell so many times they might as well have stayed down.

On the mystic day of Friday, the 13th, Troop 45 went to a Court of Honor.

This time many of the higher badges were awarded. A few more of the boys are now in for civic service.

Ten Hour Civic Service stripes were awarded to Ralph Hirigoyen, Ray Bailey, Bob Tryon, Elmo Bunes and Alfred Schaffer.

Twenty Hour Civic Service bars were received by Sam Sebby, Elmo Bunes, Norman Cole and Herb Spencer.

There were two boys who received the Fifty Hour Civic Service bars, Bill Bergen and Bob Fletcher. This means a lot of work.

The awards for Hard Labor were given to Ray Fife and Harold Levitz. Each received One Hundred Hour bars.

Four boys were given their First Class badges. They were: Elmer Morris, Bill Bergen, Ray Fife and Jack Goddard.

Merit badges were given as follows: Elford Kline, carpentry and wood-working; Oscar Durand, conservation; Elmo Bunes, firemanship; and Harold Levitz, carpentry, wood-working and basketry.

Harold Levitz is high man. He received a star badge which is five merit badges above First Class.

During the Court of Honor a troop of Girl Scouts sat in the back of the room, consequently Committeeman Voight and Assistant Scoutmaster Dyson saw nothing that happened on the stage.

B. Bower, Reporter.

## Keen Auto Stickers

Harry Tuttle of the Car Barn Cafe has some keen auto stickers and they express the right spirit. Here's the slogan, "Gee! Wasn't that Depression Awful?"

America may have more crime than other countries, but she didn't raise all the criminals.

# Complaints

January, 1933 brought one more complaint than was registered in December of last year.

A comparison of the figures for December of last year and for January of this year is as follows:

Classification	Loss or Gain		
	1932 Dec.	1933 Jan.	
Discourtesy .....	16	17	1
Fare and transfer trouble..	46	40	-6
Starting too soon.....	4	3	-1
Passing up passengers.....	1	5	4
Carrying passengers past stop .....	2	5	3
Dangerous operation.....	3	1	-2
Short change.....	6	6	0
Service .....	9	8	-1
Miscellaneous .....	20	23	3
Totals .....	107	108	+1

# Appreciations

We desire to express to you our appreciation and thanks for your kind expression of sympathy in our hour of bereavement.

Sincerely yours,  
Frank E. Anderson and Family.

\* \* \*

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

H. B. Truitt  
Mrs. Nina Anderson  
Mrs. Betty Walker

\* \* \*

I wish to thank all my fellow workers for the kindness shown during our sickness and the death of my brother.

Oscar E. Lund

\* \* \*

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

W. C. Stulken and Family.

\* \* \*

Your kind expression of sympathy is acknowledged and deeply appreciated in the death of our father.

J. Sottile and Family.

\* \* \*

We wish to thank the Los Angeles Railway Corporation for their attention to Alfred T. Clothier in his last illness; for their floral tribute to him and their kindness to his widow.

Maude L. Clothier  
Charles C. Clothier  
Floyd M. Clothier  
Alice Aseltine

# Journeys End

Alfred Thornton Clothier, Clerk in the Lost Article Department, passed away on January 16, 1933. Mr. Clothier was born in Copperopolis, California, and was first employed by this company as a conductor at Division One on April 25, 1903. On January 26, 1904 he resigned but was re-employed as a conductor again on September 2, 1904. On November 2, 1909 he changed over to the position of motorman and was appointed Clerk in the Lost Article Department on September 1, 1910. He was very much interested in his work and gave conscientious and faithful service.

Mr. Clothier is survived by his wife, a son and a daughter. He was a member of Woodmen of America, Pacific Camp No. 9262, of Los Angeles.

\* \* \*

Edward Whitman Armstrong, who was placed on the Special Roll June 16, 1931, passed away January 4th. Mr. Armstrong was born in East Somerville, Massachusetts, and was employed by this company as a repairer on January 2, 1913. He was changed to the position of watchman at Division One nights on October 1, 1929, where he remained until he was placed on the Special Roll. He is survived by a sister and two brothers. Mr. Armstrong was a member of Plymouth Council No. 221, J.O.U.A.M., Jersey City, New Jersey, Hiram Lodge No. 17, F. & A. M., Jersey City, and the Los Angeles Railway Square and Compass Club.

\* \* \*

Motorman Perry Henry Lund, of Division One, passed away January 10th. He was born in Marysville, Missouri, and was employed as a motorman by this company on July 10, 1923. Mr. Lund is survived by his wife and five small children.

\* \* \*

William Henry Moore, who has been on the Special Roll since December 1, 1930, died on January 13th. Mr. Moore was born in Austin, Texas, and was employed by this company as a conductor at Division Five on September 24, 1917, where he was still working when placed on the Special Roll. Mr. Moore passed away in Tyler, Texas, and is survived by his wife and a daughter.

Do you know that last year the world spent more than \$4,157,000,000 on armament in preparation for war? This is 65 per cent more than the nations spent for the same purpose in 1913.





## BOUQUETS

For (1) Conductor J. P. Carson of Division One from Ross Parris who saw this conductor call a woman's attention to her purse which she had dropped, unnoticed by her, in the safety zone.

For (2) Conductor I. Gasparro of Division Three from Mrs. Elizabeth Hermann for his interest in, and kindness to, his passengers.

For (3) Conductor S. R. Leckey of Division Three from Mrs. Elizabeth Hermann for his patience and gentleness in getting proper fare from an inebriated man. She says: "A patient, gentlemanly conductor is valuable on any run, but they are especially valuable, I should think, when they can keep peace with inebriate citizens."

For (4) Conductor E. W. Park of Division One from Forrest P. Nason who is connected with the Treasury Department of the City of Los Angeles. Mr. Nason wrote: "Each fare paid, or transfer tendered, brought a pleasant and ready 'Thank you.' I noticed him climb halfway down the steps to assist a little boy into the car; he gave ready assistance to both men and women with bundles; he cheerfully and fully answered an inquiry of a lady standing in the safety zone and at the same time made change and moved his car through traffic as speedily as might any conductor."

For (5) Operator H. Evans of the Motor Coach Division from Harvey W. Lee who expresses satisfaction of the service in general, but particularly commends Operator Evans for being "always cheery, exceptionally courteous and very accommodating."

For (6) Operator A. A. Dunkerly of the Motor Coach Division from Eu-

gene Nagele for extraordinarily courteous service during a driving rain. Mr. Nagele says: "The gutters of the street were filled to the top of the curb at practically all of the regular stops. This condition required the patrons living on the south side of the cross streets to wade thru water over their shoe tops, were they required to unload at the regular stop. This operator was thoughtful enough to inquire if the patron lived on the side that seemed to be across the river, and he showed an act of courtesy that will always remain in the minds of those that received the consideration of being permitted to unload at the point most convenient to the passenger."

For (7) Conductor W. D. Grimes of Division Four from A. C. Wheat for assisting a blind woman off his car and piloting her across to the opposite side of Third Street through the traffic.

For (8) Conductor C. A. Jenks of Division One from Mrs. C. N. Corey for cheerfully and pleasantly lending her two tokens—one for her return trip—when she boarded his car without her purse.

For (9) Conductor J. J. McFarlane of Division Four from ten year old Gloria Mormino who wrote: "While going to town alone he took good care of me and got me off at the right street where I was supposed to meet my sister."

For (10) Conductor T. J. Mulrine of Division Three from Mrs. E. M. Pettit who says: "He is always the same to everybody, very kind, very polite and very considerate, but always tending to business and doing his duty."

For (11) Conductor E. L. Jandro of Division Three from Mrs. Coughlin for

his universal courtesy, and for his courtesy to an old colored woman in particular when he helped her off the car with her heavy shopping bags.

For (12) Conductor R. G. Monahan of Division Three from Mary Bolan for his good nature and alertness at a busy time of day. She says further: "He called cheerfully to excited, package-laden, weary shoppers to 'Watch out for autos'. He was helpful in assisting in loading the car. He courteously asked a passenger, who was carrying an auto part with the rough side out, to turn it around so no one would snag clothing. He did all his work with a cheery face as though he were enjoying it. I would have been much more tired if I hadn't been so interested in that young man doing his work so efficiently."

Conductor Monahan is also commended by Irene McKeown as follows: "His attitude was pleasant even when he had to correct a passenger. I believe even a grouch would feel happier for having contacted him. He is worth notice."

For (13) Motorman L. D. Gordon of Division Four from Mrs. H. P. Davidson for "very courteous treatment of a colored woman."

For (14) Conductor J. A. Ganann of Division Five from Mrs. Otto Fenske for helping passengers on and off the car and for being good natured; also for calling stops.

For (15) Conductor T. C. Chase for being exceedingly pleasant and accommodating; (16) Conductor D. A. Buzzell for special kindness and carefulness; and (17) Conductor F. J. Donnelly for attention and for giving every possible service to each passenger on his car. These three conductors are all from Division Five and the bou-



quets are from Catherine Van Vleet, who also gives a general bouquet to trainmen as follows: "I most especially appreciate the growing custom of your men to lend a helping hand to old ladies like me when they board their cars and their watchfulness of our safety when we leave."

Conductor Donnelly is complimented by Mrs. John P. Morrow as follows: "He was so lovely to me. I was happy to have the privilege of speaking a kind word for him."

For (18) Conductor A. V. Smith of Division One from James E. Murray for lending him a couple of tokens when he boarded the car without his purse.

For (19) Conductor S. J. Riggs of Division Three from Mrs. Irene Ambrose for kindly permitting her to sit down before collecting her fare, when she had her hands full of packages. Mrs. Ambrose also commended him for his universal courtesy, and for assisting another woman who needed help.

For (20) Motorman T. O. Camack of Division Five from Mrs. F. H. Collins for efficiently operating his car.

Motorman Camack was commended by Esther Moore for the pleasant manner in which he handles the public. She says: "He had a smile for everyone, young and old."

Motorman Camack was complimented by Mrs. Elsie Moore for kindly helping her off the car with her little daughter and a lot of bundles.

For (21) Motorman C. H. Conrad of Division Five from Mrs. Lloyd Welch for stopping his car and personally seeing if she did not wish to get off at her usual corner when she had become too absorbed in reading an article to notice how far she had gone.

For (22) Motorman F. R. Combs of Division One from F. A. Wallace for courteously assisting Mrs. Wallace through a traffic jam.

For (23) Conductor J. L. Arnold, (24) Conductor C. V. Jones, (25) Conductor H. O'Neill and (26) Conductor H. L. DeuPree (no picture), all of Division Four, from C. D. Dills who says that he is a cripple and must use crutches. Mr. Dills says these men have been exceptionally kind in looking after his welfare and safety, both when boarding and alighting from the cars, and have even preceded him in order to prevent him from falling. They have all been careful not to start the car too soon, waiting until his safety was absolutely assured; have given up their stools for him to sit on, and at all times have gone out of their way to extend every courtesy possible to him.

Conductor DeuPree was also commended by Charles Gilmore for lending him a token to ride home on when Mr. Gilmore offered him a bill larger than he could change.

The following bouquets were received for trainmen for whom we have no photographs:

For (27) Conductor C. W. Trice, for good nature and for calling stations and helping passengers on and off the car; (28) Conductor E. E. Fort for being good natured to all but especially to elderly people getting on and off the cars; (29) Conductor G. A. Finney for being considerate, calling stops, helping passengers on and off the cars and for attention to details. These conductors are all from Division Three and the bouquets are from Mrs. O. Fenske.

For (30) Conductor D. B. Keers of Division Five from Catherine Van Vleet for unusual kindness and courtesy.

For (31) Conductor G. G. Melick of Division Five from Mrs. Coughlin for being very courteous to passengers and for assisting a woman off the car.

For (32) Conductor J. W. Kasbeer of Division Three from Mrs. A. L. Potter for unusual service rendered her.

For (33) Conductor W. O. Butt of Division Three from Charles Oliver Sycour for his courtesy and honesty in turning in a valuable parcel Mr. Sycour had forgotten and left on the car.

For (34) Conductor A. E. Borman of Division Five from Florence W. Winslow for advancing her a token when she boarded his car without her purse. Conductor Borman also thoughtfully asked her if she would be able to get money for her return. The courtesy was greatly appreciated.

For (35) Conductor E. C. Coughan of Division Three from Mrs. J. A. Ford for being very courteous and for assisting her to get on and off the car with her small youngster.

For (36) Conductor W. T. Crowder of Division Three from Miss L. Taylor for paying her fare when she became separated from the others of her party and had no money with her.

For (37) Motorman J. C. Crowley of Division One from E. J. Louis who says he frequently takes the front seat on the inside of the car that leaves downtown about 1:00 A. M. One particular morning he became so interested in his newspaper he did not realize he was near his destination until the motorman stopped the car and came back to remind him. Mr. Louis said he did not know that the motorman had even noticed him, but that he certainly did appreciate the courtesy.

For (38) Motorman W. E. Chilcoat of Division Five from Delphine McLaughlin for being kindly observant for the welfare of his passengers.

For (39) Conductor R. H. Wallace of Division Five from Mrs. G. C. Beard for special courtesy to her at night.

Conductor Wallace is commended by Mrs. Jean Frazee for his splendid courtesy to an elderly woman on his car.

For (40) Conductor A. E. Vejar of Division Four from B. E. Turner who said she left his car without noticing that the chain of her hand bag had slipped from her arm. With the courteous help and advice of trainmen on later cars she was able to meet the same car on the following trip and she said that: "The genial custodian of the car recognized me at once as the passenger who had occupied the seat where he found the run-away purse, which he gave me with a pleasant smile." This act on his part saved her a two day delay in recovering her purse as the loss occurred on Christmas Sunday.

For (41) Motorman W. C. Honey of Division Five from Nathan Manasseh for courteously and considerately stopping his car for a Japanese woman when he saw her running to catch it.

For (42) Conductor L. Newton of Division One from Mrs. Lee B. Neville who also left her purse on the car. Mrs. Neville said she waited until the car made the return trip, stopped the car and asked about her purse. Conductor Newton asked her to name some of its contents and then handed the purse to her with a big smile. Mrs. Neville was extremely thankful to him for its return.

For (43) Motorman L. R. Wood of Division One from Miss Ida Brodsky for his courtesy in getting off and flagging an automobile so she could make a speedy return to the bench she had been sitting on while waiting for the street car, and upon which she had left a valuable parcel. Miss Brodsky did not miss the package until she was a mile or so away and the quick return enabled her to find the package before anyone else had picked it up.

For (44) Conductor L. Shelley of Division Five from Mrs. Eugene B. Root for courteously lending her a token when she boarded his car without her money.

For (45) Conductor D. F. McGaughey of Division One from C. Bertschin for the courteous loan of tokens.

For (46) Conductor P. Mitchell of Division One from Mrs. H. G. Reingel for paying the fare for herself and her small daughter when she left home in a hurry and forgot her purse.





# BIRTHS

The greatest event in the life of Conductor C. C. Townsend, of Division One, took place on January 22nd. He was blessed with an heir on that date. His name is Douglas Ray and he weighed seven pounds. C. C. was lavish with cigars, so we know he is happy over the event.

\* \* \*

A New Year baby helped Motorman G. M. Weaver, of Division Four, to start the year right. It was a girl and, of course, arrived on January 1st. The little lady tipped the scales at eight pounds and eight ounces. They have named her Susie Eula. Congratulations, G. M.

\* \* \*

Conductor S. H. Corbin, of Division Four, also announces the arrival of a baby girl, January 15th. The little one weighed in at six pounds and six ounces and has been named Virginia Lee. Best wishes, S. H.

\* \* \*

H. L. Dean, of the Los Angeles Motor Coach Division, reports the arrival at his home of a fine son. Edward Charles was born January 10th and weighed seven pounds and three ounces. Mother and son are doing nicely. Congratulations, Dean, and many thanks for the cigars.

\* \* \*

W. W. Dailey, of the Motor Coach Division, tells us that the stork called at his home January 23rd and left a darling baby girl. Her name is Marilyn Joan and she weighed seven pounds and four ounces. Mother and daughter are doing fine. Congratulations.

\* \* \*

L. E. Kellogg, of the Motor Coach Division, is the proud father of an eight pound son, who was born on the 24th of January, and who has been named Charles Sumner. Kellogg says he never saw a finer looking boy in his life, and that he is almost as handsome as his dad.

## For Sale

Lovely four room house; large lot; fruit trees. Out Whittier Boulevard. Price \$1,950; \$50.00 down, balance \$20.00 per month. E. L. Ayers, 3553 Opal Street.

## For Rent

Four room modern house, completely furnished. Water paid. \$25.00 per month. 820 West 61st St. Carpenter M. Langlois.

# L A F F S

Mr. Missouri, why does the state of Missouri stand at the head of mule-raising in this country?

Because the other end is too dangerous, sir.

Sitting around the bunkhouse they were swapping lies.

"When I was logging up in Montana," said one of them, "I saw a mountain lion come right up to the skidder one day. It was a fierce beast, but I, with great presence of mind, threw a bucket of water in its face and it slunk away."

"Boys," said a man sitting in the corner, "I can vouch for the truth of that story. A few minutes after that happened I was coming down the side of the hill. I met this lion and, as is my habit, stopped to stroke its whiskers. Boys, those whiskers were wet."

"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."

## FOREWARNED

Mistress: "Mary, when you wait at table tonight for my guests, please don't wear any jewelry."

Maid: "I have nothing valuable, ma'am, but thank you for the warning."

First came the "realtor," then the "mortician," later the "beautician," subsequently the "bootician," then the "pedicure." And the other day a large motor truck careened down Broadway, bearing the imposing legend: "Kelly & McGuire, truckologists."

A veterinary makes the best doctor. He can't ask the horse, "What seems to be the matter?" He has to go ahead and find out.

From the new dictionary. "Alimony: More of that reparations stuff; tribute exacted in the one war that will never end."

## POKER TERMS

A shoe store advertised in its window with a sign, "Shoes sold on poker terms," and below the sign was a plate containing three silver dollars with a sign, "Three of a Kind Take Any Pair."

A customer asked for a pair of shoes, size nine, and after being fitted, told the clerk to wrap up two pair, and then tendered him three dollars in payment.

The clerk politely informed him that the charge would be \$6 for the two pairs.

The customer called for the owner of the store and demanded, "Are you going to live up to your terms as stated in the window,"

"Certainly," said the owner.

"Well," said the customer, "any poker player knows that three of a kind always take two pairs."

"Yes," said the owner, "but not four nines."



H. N. COLE



Whenever Motorman G. C. Grayson polishes his automobile he uses what is left over for his shoes. That is the reason his shoes are always so spotless. He says the only trouble is, he finds that it takes more polish for his shoes than for his machine.

Conductor Gerald Stoddart had made elaborate arrangements for a trip in the mountains with his family. He asked off for a few days, drew the necessary money from the bank and was all ready to get in his car and shove off, when he missed a ten dollar bill. This so upset him that he postponed his trip and spent his time in lamenting the loss of his money. After every possible theory had been thoroughly investigated without result, and he had become somewhat reconciled, Gerald fished down in the laundry bag and dug out his discarded shirt, and there, tucked away in a little pocket, was his ten spot. This was a day later, so the trip was postponed.

It was New Years Day, and Motorman N. J. Tiss had made all arrangements for a big night. As he expressed it, "Several pages of history were to be written." Supervisor Goddard must have suspected it, and his sense of humor caused poor Tiss a few minutes of agony. On his pull-in trip the Supervisor, with book in hand, stopped Tiss and gave him his leaving time for an extra trip, with a promise to give him further instructions later. Tiss tried to protest, but no words were available, so he sat there with his mouth open. By this time the Supervisor had gotten his kick and was satisfied, so he told Tiss to pull in, and another soul was made happy.

Motorman H. S. McGary is again confined to his home on account of illness.

Dressed in plain clothes, with a hand full of change in one pocket, Conductor Jack Williams was strolling along Main Street when he was accosted by a man soliciting funds for a meal. "You get on the other side of the street," said Jack. "I am working this side." With an apology, he started across, and then asked, "How is business?" Jack dished out his hand full of change and displayed it to the astonished fellow and walked on his way.

Conductor G. C. Saylor recently took a day off and went over to Division Five and spent the day greeting old friends who worked with him out of Division Two.

Operators L. H. Fisher and H. Van Riper say it isn't so bad being back on the extra board, as they are kept pretty busy, being eligible for the front end, the back end and the one-man cars.

H. S. Christianson, formerly a motorman out of this Division, was around recently renewing old acquaintances. He has been on the retired list for several years on account of his health.

Motorman S. Prancevich is back on duty after being ill for two weeks. His wife and two of his children were ill in



bed at the same time.

Motorman E. O. McKinney has been ill for several weeks, but he is reported as improving.

Illness has kept Conductor E. C. Peak confined to his home for the past few weeks, but he hopes to be out soon.

At this writing the sick list contains the names of the following conductors: A. G. Richards, H. F. Grigory, L. M. Hills and L. F. Van Zile.

Motormen on the sick report are: J. E. Neilson, J. G. Cassara, B. C. Byrd, F. E. Simmons, G. W. Farley and B. S. Hopkins.

Conductor A. F. Steiner is nursing a sick neck, but is on duty. He has a large boil on his neck, which is naturally very painful.

In later reports we find Conductor P. S. Riesser is reported on the sick list, and also Conductor V. B. Jones.

One lone vacationer is reported. Motorman W. J. Hurley is taking twenty-eight days off to recuperate at home. We expect a bit of news from him on his return.



## Division Three

L. VOLNER

The many friends of Conductor J. A. Morris will be glad to learn he is rapidly recovering his former good health after an operation.

Motorman I. D. Mann is seriously thinking of securing a rabbit's foot to carry in the future when he desires to take several days vacation. I. D. had it all planned to use about ten days during the holidays, but old "Mr. Hard Luck" looked him over and allotted him a very severe case of barber's itch, which resulted in the cancellation of the leave.

All during the rainy spell, Motorman Sam Weeks has been off. Could not learn if sickness had kept him from duty, or just a desire to miss the rains.

Motorman W. A. Stebbins, who works the "5" Line Owl, is greatly puzzled about the boyish looks and rosy complexion of his Conductor, E. E. Fogle. Mr. Stebbins says he would like to know what makes this conductor have such a complexion, as many of his women riders are always asking him, and being a very obliging motorman, he would like to give his lady customers the desired information.

It is much better to look at your watch one hour ahead of time than an hour behind. Having done the former, Motorman J. Naggie rushed out of his house, which is near the tracks, in a very hard rain, with an umbrella which he hadn't had time to raise, in one hand, and a coat in the other, and flagged a street car. The car stopped, and the motorman, seeing something wrong, asked why all the rush. Mr. Naggie replied that he was about to miss out, and took out his watch to look it over again. On this last look he discovered he was just exactly one hour ahead of his schedule.

Most of the motormen on the "B" Line, especially E. C. Helbling, are great chit-

terling eaters—that favorite delicacy of Hooper Avenue. But Motorman M. L. Moore goes after pie. A truck was parked at the curb getting a load, and started to depart at the same time Mr. Moore was going by. Well, they say he scrambled the pies.

During the past month, Clerk Herter was off duty for a few days, and Extra Clerk Parson acted in his stead.

The rainy weather schedule which was put into effect on Sunday, January 22nd, resulted in six cases of missouts. The day was rather deceptive, and those who failed to show up probably took too much for granted. Every regular man should provide himself with a copy of that part of the wet weather schedule which affects his run and also keep in touch with his Division on any rainy Sunday.

The way it hailed, during one of our recent rains, made our Superintendent Geo. E. Ferguson rather homesick, for that was a sample of some of their storms back in the Ozarks.

Flagman Charlie Merrill, who has a side line of looking after the lost articles that are sent from the various Divisions, is back on the stage after a few days' siege of the flu.

Motorman Frank Milano was off duty several days during the past month on account of the flu.

After some time spent in the hospital, Motorman J. T. Edmiston is now at home, where he is recovering from a recent operation.

Having spent so many years flagging at the railroad crossing on San Fernando Road, it looks strange to see Wm. Bailey at the crossing on 29th and Hooper, on the "B" Line.

Most of our motormen are trying in every way to save power. Motorman J. Naggie is doing his best. He coasts into electric switches to save the power, then gets out and pries the switch over.

The men on the "5" Line are loudly praising the recent improvement at the intersection of Yosemite and Eagle Rock Boulevards. The street has been raised, thus eliminating the bridge and the double crossing, and a large storm drain was installed to take care of the great amount of water which flows down Yosemite at every rain.



## Division Four

C. J. KNITTLE

Hello, everybody. Before going into the society news of the Division I would like to re-copy a little news article which appeared in an Iowa paper. James Keene, a prominent Wall Street man, had been asked to express his views regarding the depression.

"All I can see and gather is that a relapse, if not a collapse, must be close to us. The capacity of the country to make and produce and manufacture is altogether beyond the capacity to sell. The stores are crammed with goods. The factories cannot dispose of what they make.

The supply of money from Europe has practically ceased."

Not a spark of hope or cheer was added. Mr. Keene's gloom would terrify me more, however, if this interview had not been published on January 10, 1883. We got out of that one; I guess there is still a way.

Motorman J. W. McKeown played a prominent part in the news of the month. Not for any act of gallantry. On the contrary, no phrase could describe Mr. McKeown's conduct one certain evening. He had taken his lady friend for a drive and later suggested they indulge in a sandwich and coffee. After consuming said victuals, Mac discovered he had left his money at home. Fortunately, the lady friend had a five dollar bill and slipped it into Mac's hand. Mac paid the bill, but retained the change, with the intention of giving it to his companion when they got outside. Shortly after the lady decided it was time to return home. At the same time, knowing that Mac had to get up at an early hour, she asked him to just drive her to a certain bus line and she would get home all right. Mac consented. The bus arrived, the lady climbed on and Mac left for home. Two minutes later a rather embarrassed passenger might have been seen pleading with the bus driver to loan her the amount of her fare because her boy friend had driven away with what was left of her money.

Conductor H. L. DeuPree treated the entire Division personnel with cigars January 20th, the occasion being his recent marriage.

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Motorman L. S. Fitzpatrick, returning January 31st from a trip to Yuma, proudly announced his marriage to Miss Marie Eva Mercier. The hearty congratulations and best wishes of his many friends were extended the happy couple.

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It is rumored Motorman L. S. Fitzpatrick, who was granted a fifteen day leave January 14th, has also married.

Motorman R. F. Ostrander was granted a fifteen day rest January 12th.

Foreman B. B. Boyd returned January 19th from the sick list, the exact cause being an attack of flu. B. B. was absent ten days.

Motorman L. H. McCaleb resigned January 18th to return to his former occupation with the Pacific Greyhound Company.

An unusual bouquet was received recently from a young lady commending Conductor J. J. McFarlane for his friendly attitude and interest in seeing that she was let off at the proper stop. The young lady is ten years old.

Conductors H. E. Tierney and T. O. Latham experienced the thrill of being snowed in at Lake Arrowhead two days during the recent storms.

Conductor C. W. Manning has a peculiar habit of reporting for his run about one or two minutes before check-in time. One morning, not long ago, Manning dashed in in his usual fashion and called his run. "Don't go away without your motorman," said Clerk Nelson. "No danger," replied Manning. "Well, be sure



and wait till he gets here," added Nelson. "What do you mean?" asked Manning. "I mean you have an hour to kill," answered the clerk. Manning glanced at the clock and strolled away with abject mien.

Conductor L. C. Whitt was appointed to the L. A. Fire Department January 6th.

Motorman Hayes Malugen had a most thrilling experience one recent evening. Hayes was approaching the Rimpau terminal of Line "W" and had his eye on the safety zone, but just before he reached it the car ran off the end of the track. Hayes hopped off to discover the cause and found that the safety zone he had tried to reach was reserved for incoming buses.

A new schedule on Line "2" which took effect January 29th was very favorably received by the operators. Five runs were added. A shorter headway and slightly longer layover time were features of the new schedule.

Generally speaking, the operation of the

men on the one man cars has been very satisfactory. The most disastrous error occurred January 24th when one of the operators issued a number of coach tickets to token-paying passengers.

Conductor Frank Reynolds was granted a two weeks leave January 28th to visit friends in Santa Barbara and Fresno.

Our most sincere sympathy is extended to Motorman H. R. Elsmore, whose little daughter, Sherley June, aged seventeen months, died of pneumonia January 6th.

Sympathy is also extended to Motorman F. F. Favour, whose father passed away in Arcadia, January 23rd.

The sympathy of his many Division Four friends is also extended Motorman P. E. Doll whose father passed away January 29th.

Another very sad occurrence took place January 26th when death took Betty Gordon, the only child of Motorman L. D. Gordon. Betty was fourteen years of age. Our heartfelt sympathy is extended to Motorman and Mrs. Gordon.



FRED MASON

On account of scribe F. J. Mason being on sick list T. C. Strobel is handling the stenographer job temporarily.

Freddie has been in the California Hospital for the past three weeks and is getting along fine. He should soon be back on the job.

Two men resigned this week to return to Texas, their old home state. Claude Stone is going farming near Roganville, Texas, and H. Taylor goes to Kirbyville, Texas, to enter the grocery business. We wish both boys much success.

We now have thirty-four operator runs on the "F" Line with a good many conductors handling the front end and to date they are giving wonderful satisfaction, good operation and very few accidents. It was somewhat of a surprise the way these boys handled the cars and made the time. Superintendent Dickey is very much pleased.

After the recent rains the men at Division Five missed a wonderful outing by not having a few boats, as the water was plenty deep and gave a fine opportunity for boating.

We have been having a great many trainmen on the sick list for the past month, mostly flu, in fact, so many we were compelled to borrow a few men from Division One to handle the runs. Among those from Division One were: Motormen L. Lewis, H. S. Pennington, A. Perry, N. M. Wagers; Conductors W. W. Lonie, L. L. Batterton; also Peter Casserly.

Conductor C. W. Comstock has a real case of the mumps. On calling for his pay check, Foreman Jim Madigan tied the check on a six foot pole and handed it through the window to Comstock. Jim isn't taking any chances on getting the mumps.

Conductor R. W. McDonald had the misfortune to sprain his ankle a few days ago. Mac is hobbling around on crutches at present. We hope he will soon be back on the job.

Conductor A. H. Eidsen also had a bad spill. While carrying a fare box through the car he stumbled and fell against a car seat, breaking a few ribs. We also hope he will soon be able to resume duty.

Clerk H. F. Nelson, of Division Four, dropped in to see the boys at Division Five. Nels likes to keep up-to-date and acquainted with the old Division Two boys, so he drives by now and then to see how things are going. We are always glad to see him.

Motorman E. Kasel was forced to go on the sick list on account of a bad cold or flu. Records show he has plenty of company on that list.

Conductor C. L. Walinder and Conductor O. L. Collins, who have been on leave of absence for some time, reported for work again this week. Both are looking fine and evidently had a real good time.

Conductor J. L. Donnelly, who has been on the sick list for some time, is getting along fine at present. He not only had flu but was also blessed with a case of blood-poisoning.

## More Lary Tots



Upper Left is Kathleen Faye Argue. Believe it or not, folks, little Kathleen was just one year old the day this photo was taken, January 20th. Kathleen is the daughter of Motorman A. Argue of Division Four. We'd like to steal her, wouldn't you.

Upper Center: Who doesn't like bright eyes? This is seven months old Betty Jean, the youngest and boss of the Ray Sudano family. Ray is a first class mechanic at the 16th Street Garage.

Upper Right: The husky little gentlemen, folks, is none other than Victor C. Spitz, Jr., son of Conductor V. C. Spitz of Division Four. Victor is three years of age and is, as you may notice, a handsome little fellow.

Lower Left: These two little chums are Robert, age ten and Majorie, age four, children of R. H. Frampton of the Electrical Repair Shop. Robert is going to be a cowboy when he grows up and Majorie is mighty proud of her brother.

Lower Right: This demure little lady is Claudel Crownover, daughter of Motorman C. E. Crownover of Division One. She is three and a half years old.





JACK BAILEY

Due to our rainy season the "Token" Soccer Club has had little chance for practice but we are looking forward to some good turnouts at Harvard Playgrounds every Saturday at 1:00 P. M. when the weather clears up. If you are a soccer player and like the game get in touch with W. T. Reynolds, our Club Manager.

Old man influenza just forced himself on the hospitality of our boys this month, causing them all sorts of misery and some lost time. Namely: W. D. Smith of the Mill; J. Schriber and T. Rocha of the Winding Room; R. C. Ballard and W. B. Padgett, of the Blacksmith Shop, and Y. Duron of the Fender Shop.

F. J. Bickford, Truck Shop Clerk, and wife motored to Beaumont to visit B. F. Cinnamon, formerly of the Truck Shop who is convalescing at his ranch. Cinnamon and family extend invitations to all his friends at the Shops.

Truckman W. Davis and family escaped with slight injuries when they were hit head on by a drunk driver who found difficulty in turning a corner. The family Ford folded up like an accordion but will be as good as new with a little ironing out.

Truckman R. M. Blaize has purchased a new Philco radio. No more ear phones for Roy.

Truckman J. Mathis has added a goat to his ranch collection. Some of the boys will try to get it, we suppose.

W. T. Reynolds and B. Bradfield, Store celebrities, were only two of many who profited by our heavy rain. Bill got a free push to Western Avenue while Ben, realizing a chance to increase his gas mileage, held out to Crenshaw Boulevard.

While we have Mr. Bradfield in mind we would like to congratulate him upon his completion of his masterpiece, a two story crate box chicken house, surpassed only by the Empire State Building of New York and characterized from the leaning Tower of Pisa. Constructed of different crate boxes that boldly display our various wholesalers. It is a distinguished piece of art. In closing we could offer one correction. In the rainy season, try ducks.

Miss Dowrey, popular and petite blond of the Store Office has prefixed the word "Aunt" to Peggie and is very proud of the fact. Some of you boys who have been wishing for the chance may ask Peggie about it.

O. A. Kieffer, Division Store Clerk, was absent some two weeks with a bad case of the flu.

The big moment in Jimmie Hale's life occurred this month when the boys ran a weasel into the Progress Office. Jimmie boasts of a heroic killing but the boys say he trampled the poor animal to death trying to get on top of the desk.

J. Bladel and E. L. King, Blacksmiths,

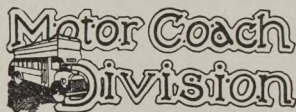
say that everything will be oil right next March when that well comes in. They don't know from nothing.

Four optimistic fishermen in the Machine Shop, H. S. Nutter, W. W. Husky, O. Rivers and C. E. Smith, are promoting a boat ride and would like to have some volunteers.

The Shop employes extend their sympathy to the family of W. C. Stulken, whose father passed away. W. C. Stulken is Head Man of the Sheet Metal Shop.

We wish to offer our sincere sympathy to the family of J. Sottile, of "C" Inspection Department, upon the death of his father who passed away January 20th. Interment was at Calvary Cemetery, January 24th.

Friends and fellow-workers this month mourned the deaths of two former employes of the Shops. Andrew Anderson, formerly employed as Machinist, and Louis Grob, Car Cleaner at Division One, formerly of the Register Department.



J. H. McCORNACK

R. M. Whitman, our member of the Viking Ski Club, has been kept from participating in the contests this month by being confined to his home with the flu.

The rainy season has been taking its toll by keeping quite a few men off duty with bad colds, flu, etc. W. T. Roe was off four days; O. Obenshain has been confined to his home since the 6th of January; C. R. Wheeler is also among the absent and A. B. Rohrbeck has been off duty since the 10th.

### Marriages

G. B. Bouma, of the Los Angeles Motor Coach Division, was married December 31st to Miss Joy Hupp who is a relative of Alvin Hupp of the Green. The happy couple are at home after a very enjoyable two weeks honeymoon.

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C. H. Blake, of the Los Angeles Motor Coach Division, was married on the 28th day of December to Miss Naola Jones of this city and spent a very enjoyable honeymoon in the Bay region.

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R. B. Gosnell, of the Motor Coach Division, was married the 21st of January to Miss Lillian Teske of this city. The happy couple took a short honeymoon of four days and plan to take an extended one in the summer. Congratulations!

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G. B. Dossey and C. W. Gregory maintain that R. C. King intended to stall his car at a flooded intersection when he invited them for a ride home, knowing full well that they would have to strip off their shoes and putts, push the car through for him and help dry it out.

T. Williams, of the Green, wants the strap shortened on the punching bag. It's too hard on his nose.

Al Johnson is indignant because fire trucks do not set their brakes when

standing on a hill. He steadfastly declares that the truck rolled up hill into his coach causing him to be charged with an accident.

Hank Williams had his coach catch on fire. He pulled to the curb and ran frantically for miles trying to find a fire-box to turn in the alarm. Not succeeding he returned exhausted to view the remains only to find that some kind-hearted merchant had put the fire out and no damage was done.

There has been a lot of speculation as to where A. C. Davis obtained those bright red lady's rubber boots that he has been wearing. Probably his sister's.

The many friends and co-workers of Clerk Walter S. Campbell, of the Coach Division, wish to extend to him their deepest sympathy for the loss of his wife who passed away on January 29th.

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### GARAGE

At last the real native son of the Garage has been found. Norman Lane folds up his underclothes and tucks them in bed at night to sleep upon so they will be nice and warm to put on in the morning.

Dan Sterling's Chandler threw a rod through the crank case while he was driving in from his ranch at Lancaster in a lonely spot up Mint Canyon. Dan happened to have a few tools and a blow torch with him. He sized up the situation and found the hole to be eight inches long and the oil pipe severed. He found an old tobacco can by the side of the road and soldered the oil pipe together with it. Then spying an old Ford muffler he took that apart and by putting the edge of the tin under the valve plate and packing it with waste drove his car on in to work. The dealer where Dan bought the con rods said there was a flaw in the broken rod and gave him a new one. So with a piece of copper plate he has made permanent repairs to his car for the total cost of \$1.25. One of the reasons Dan is a foreman.

Strange as it may seem Frank Bruner caught a possum in the Garage. He thinks he is fat enough so he gave it to Pat Pierce.

H. Gilfillan and W. Powell spent a pleasant evening at the yearly meeting of the Pacific Electric Club viewing a movie study of hunting and fishing.

Wm. Decker says he still has the same house on his ranch after the windstorm but is not sure about the land.

Louie Chiaro doesn't intend to let his motor get wet. He has the hood all nicely covered with white oilcloth and the sides perfectly sealed with composition shingles.

G. E. Penny is much worried by the war situation and expects that the aviation department will probably call him back. He is very modest about it and says the boys may call him just plain old "Ace." Jack Savage has agreed to keep his motor wiped off.

Mrs. Dema Anderson has been off sick with a very sore throat because she could not find any of Marshall's cough drops.

Percy Bozanko has taken a leave of ab-



sence to take over the Presidency and General Managership of the Eastside Transit Company.

Jesse Doer hurriedly changed his clothes after work and caught a pull-out coach for home. On arriving at Figueroa Street he remembered that he had driven his car to work that morning and it took him over an hour to get back across town.

The boys are going to ask for separate dressing rooms if certain ones do not quit coloring their fingernails. They say it makes them nervous.

The Third Shift found a piece in the paper whereby a Paul Wood had committed suicide and say that they were very much disappointed to learn that he lived on 83rd Street.

Buck Jones is only a pledge now of the Kapa Delta Society but is keeping up his dues and hopes soon to become a full-fledged member.



F. F. ROBEY

### DIVISION ONE

Clay Heywood recently stepped in line with the new car owners. He liked the Plymouth so well that he bought a new sedan. Clay is planning on quite a few week-end trips now.

J. T. Marsden had the bad misfortune of losing both his father and mother. His father died December 31st and his mother on January 17th. They are survived by two sons, two daughters and four grandchildren. Our heartfelt sympathy is extended to the bereaved.

G. L. King, who has been confined to his home with sickness, is again working.

G. A. Waggoner has returned to work after being off sick two weeks with the flu. Says he is good for a long time now.

Introducing two new men: William Weeks and Francis Mullins. Glad to have you with us boys and we wish you the best of luck.

E. L. Swartz wrecked his Packard the other day. Swartz says he thought the telephone pole was on the other side of the street.

### DIVISION TWO

W. J. Jones, Night Watchman, says he knows where the cars belong and next time any one comes after a car that is not properly billed out, they will find out also, because the car will stay at Division Two.

Scotty Carmichael wishes some one would return the papers and pass that were in his bill-fold which was lost two weeks ago. They are welcome to keep the money as a reward.

If you have any low places in your yard where water stands, just ask W. S. Cohn of the Vernon Yard gang about what kind of soil to fill it with. He knows the kind that sticks to your feet.

Wilbur Welch says he likes Division Two the best, because when on his rounds as watchman there is no one to ask him

questions. Can you beat it?

These days when cars are taken out of the carhouse at the west end it causes some excitement among people on the corner. Well we would all like to see those gates open again.

### DIVISION THREE

"Red" Roman and W. Wickwar were on sick leave for a few days, but are O. K. now.

Dad Truitt, who lost his wife, has the sympathy of all the boys in his bereavement.

A. Pabst's sister and sister-in-law are visiting him and he is showing them the sights. Different from what they saw in Kansas.

Ed Muse has at least seven coastings into gas stations, to the Fords credit.

A. J. Rappe is the new addition to our car cleaning force. Glad to have you with us.

E. E. Austin, Car Cleaner, resigned to accept another position. Good luck to you, Austin.

Chester Binkiewicz has the Pontiac going on all sixes now. Miracles happen.

H. Wescombe seems to be wasting away to a ton.

L. E. Moreford and J. Kincannon are still on the sick list, but we have been informed they are getting better.

Pearl Heywood has a model A Ford now. This is a step up eh? Casey?

### DIVISION FOUR

M. Johnson has traded his reliable old Whiffet car and is now driving a new Plymouth, that is, his wife is driving the new car. Too bad Shorty, you have lost your old pal.

Tom Childs, formerly of this Division, has been transferred back and is working on the Night Shift.

James Inman says, if there were gas stations on every corner he would not have to walk so far at 5 A. M. on Sunday mornings. That's the only time he gets out of gas.

Charlie Furrer has traded his old Ford coupe for a new Chevrolet sedan. He is now singing one of the latest songs: "No more money in the bank."

### DIVISION FIVE

If any one wants to know the size of gun used by hold-up men, see Ben Burgess, as he was in a store when one of these "gentlemen" pointed one at him. He told us the size but it was too big to print.

If you want a Liberty, see "Red" Fulton, but be sure to have a nickel—no credit.

Fred Dudley spent the week-end at Talquite Pines, enjoying himself in the snow. Says it's great sport.

George Sundeen can now be seen going bareheaded. He left his hat on a light globe and it burned a hole in it.

Our silver-tongued orator, Andy Duncan, made one of his famous speeches to two motorcycle cops at 8th Avenue and Gage St. It was so sad that the cops forgot to issue the ticket for not stopping at the boulevard.

Bob William Duncan Jeffery has joined our car cleaning force. We are glad to

have you, Bob, and wish you the best of luck.

O. Lund has returned to work after being off three weeks with the flu. Glad to see you back, Oscar.



H. I. SCHAUBERT

The deepest sympathy of the Track Department, is extended to Al Gettinger on the death of his wife, who passed away suddenly after apparently being well on the road to recovery following an attack of influenza.

Pete Larsen has recovered from his recent operation and returned to work, feeling like a new man.

Carle Hefington's luck continues bad. Santa Claus provided Carle's boy a pair of roller skates for Christmas and a few days later the doctor provided Carle with a bill for setting the boy's arm.

Jimmy O'Connor reports the rapid recovery of his wife, who has been so seriously ill.

Ernie Blackwell laid off for a couple of days last month to care for his wife, who has also been very sick.

George Hammon has given up the grinding car job and is now flagging at 29th and Central. He is working mornings. The vacancy caused by Hammon's transfer is now being filled by "Rody" Rodifer.

Sam Sommers, who was operated on last month, has now recovered and returned to duty.

"Babe" Gravino, who spent most of the past month in bed suffering from an influenza attack, has returned to work.

Fred Ellermier, Night Watchman at Vernon Yard, was another to fall a victim to flu. He, too, has recovered.

Harry Snow has learned that it is better to be late than sorry. The other morning, in an effort to maintain his reputation for always being on time for work, he overlooked the boulevard stop sign at Vernon and Alameda. This resulted in a tie with a truck, which removed the running board from Harry's machine. It is reported that Harry listened attentively while the driver of the truck freely expressed his opinion of Harry, and his methods of motor vehicle operation.

Ed Fleming received a letter last month from Charley Setzephand. He is still in Mexico, and not doing so well. A recent paralytic stroke left him almost helpless.

Doubtless the memory of former holiday seasons prompted Tony Kuhn to pay a visit to the Yard at Christmas time. He found plenty of old timers ready to swap gossip of the old days, when Christmas was Christmas.

The recent election of officers for the Square and Compass Club resulted in Bill Morgan being honored with the Presidency, and Les Sparks, with the office of Vice-President. A lively entertainment followed the election in which Les Sparks took an active part. He is now familiarly referred to by the boys as "Schnozzle."