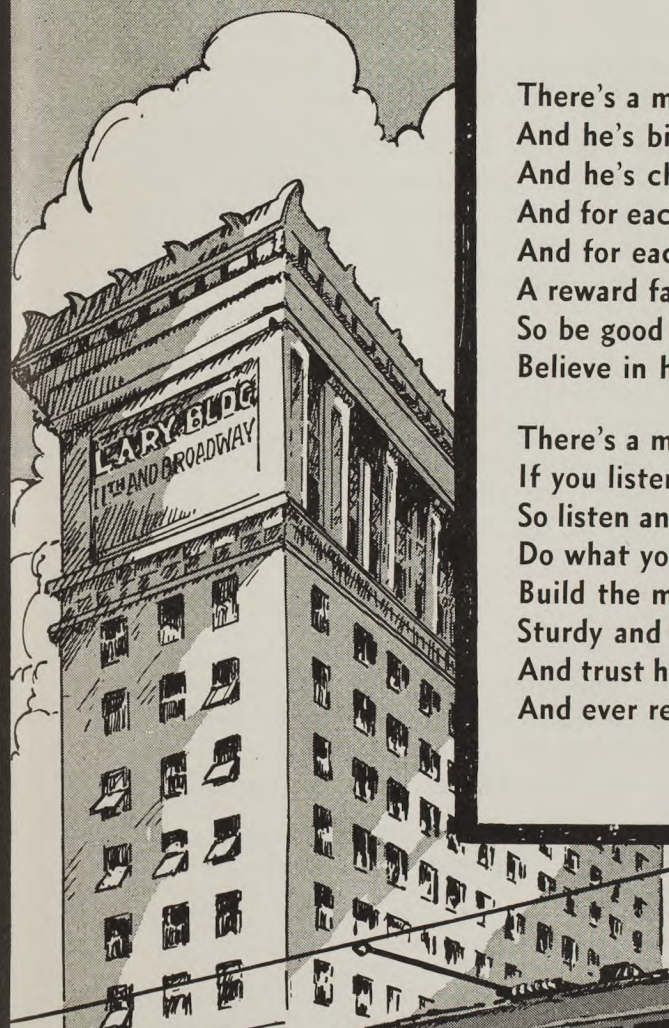


TWO BELLS



The Man Inside

There's a man inside of the man that you are,
And he's bigger than you, yes, bigger, by far,
And he's checking you up in every way,
And for each transgression he will make you pay.
And for each good deed he will pay to you,
A reward far above the price that is due,
So be good to him and respect this man,
Believe in his judgment, nor fear his ban.

There's a man inside of the man that you are;
If you listen to him you will travel far.
So listen and heed, don't be a fool;
Do what you do by the Golden Rule.
Build the man as you would a ship,
Sturdy and true for life's service trip,
And trust him well, he's your compass and guide,
And ever respond to the man inside.

—Selected.



"Ladi-e-e-s and Gentlemen . . .

IF you will kindly give me your attention I shall show you the most marvelous trick of the ages . . . with nothing in my hands and nothing up my sleeves, watch closely now . . . Hocus-pocus—Hamurabi—Alagazam!" And with that the magician will produce a white rabbit, an American flag, or a deck of cards out of the air.

How does he do it? Simple! There's nothing much to it. Training? Yes, of course. And then the hand is quicker than the eye. With years of practice the magician can perform many remarkable feats which will entirely escape even the most careful stare of the average eye.

Broadly speaking, the whole trick is that we see only that which the magician *wishes us to see*. And therein lies the moral of this story.

There is an enormous amount of sorrow and unhappiness in this world. There's no end of misery, misfortune and disagreeable conditions which we may not only see but even magnify if that is what we *want* to see.

But, Hocus-pocus, let's see the white rabbit! Let's look at the brighter side of life. You know, things are only unpleasant through contrast. If everything was all wrong, the weather, our health, our finances, our home life, everything, then we would be used to it and not be depressed by it. Therefore, it is only through contrast with happy, helpful, beautiful things that we are conscious of the unpleasant.

But look closely now! We have good jobs—they provide us with homes, food, clothing and warmth. We have good health—with health we can walk, run, jump and enjoy the beauties of nature. We have friends—they talk with us, dine with us, laugh with us, so our lives are not empty. Yes, there is much to be thankful for and much to be happy about. All we need to do is to see more of the "white rabbit" and less of the "empty hand."

Time

ONE may lose and regain a friend; one may lose and regain money; opportunity ignored may come again; but time lost is lost forever.

A minute is the biggest little thing there is. Save it! Use it! There is nothing more valuable, nothing that should be more appreciated.

Next in importance to being on time is being there ahead of time. It may mean a moment wasted, but being behind time may lose an hour, a day, a week, a month, or a year.

—Allan F. Wright.

A man should never be ashamed to own he has been in the wrong, which is but saying in other words that he is wiser today than he was yesterday.—Pope.

It is usually on the detours that we pick up the tacks.

Bees don't whine. They hum while working. And they co-operate. Result: honey.

Leadership is the faculty which creates a desire in men to do the right thing, at the right time, in the right spirit.



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JANET C. McNEILL

Publicity Manager and Editor

Research Work in Car Design Bringing Results

The Los Angeles Railway is a member of the Electric Railway Presidents' Conference which has been working for the past two years and a half on the designing of a new type of fast and nearly noiseless street car. A fund of \$500,000 for this purpose was raised among the electric railways of the United States. Our company has contributed both in finances and engineering skill to the development of this new design of street car which was given its first public demonstration in Brooklyn, N. Y., on June 8th.

A very interesting article appeared recently in the Transit Journal, giving information regarding the work of the Conference. We quote the article here in full:

Encouraging, indeed, are the results of the preliminary tests of equipment developed by the engineers of the Electric Railway Presidents' Conference. To those who have been in touch with the progress of the work it appears that the final designs promise to be far superior to anything that has been available to the industry up to the present time.

The significance of this development would be difficult to over-estimate. While fares, headways, condition of track, and the like, influence the patronage of electric railway service to a considerable extent, the design of the car itself is far more important. The early success of the industry was due to the superiority of the electric rail car over the other types of vehicle then available for urban and interurban transportation. The recent difficulties of the electric railways are largely the result of lack

of progress in car design and the development of new types of highway vehicles which are able to render more attractive service under many circumstances. For the past several years it has been becoming increasingly evident that the whole future of the electric railway depends on the operation of faster, quieter and more comfortable cars.

Recognition of the urgent need for better cars was the reason for the formation of the Electric Railway Presidents' Conference three years ago. Its object was to analyze the shortcomings of existing equipment and develop improved designs that would transform the electric rail car into a thoroughly up-to-date vehicle. The studies of the characteristics and performance of existing equipment were completed last year. Based on these findings, new designs were developed and subjected to test. While this work is still some distance from completion, the progress that has already been made is sufficient to stimulate high hopes for a large measure of ultimate success.

Particularly significant is the progress made in the development of wheels and trucks. Designs have been produced wherein all forces, driving and rolling, are cushioned on rubber. These promise a notable reduction of noise and impact stresses on equipment and track while having adequate carrying capacity for heavy loads.

Substantial improvements have been effected also in the power plant and its control. Means have been found to accomplish much smoother starting with high rates of acceleration.

Braking apparatus weighing far less than the present conventional type has been developed. It is so designed that smooth and effective braking can be obtained without the uncomfortable jerk at the end which passengers dislike and which also has marked effect on car maintenance.

While the car body has been considered the simplest part of the problem from the technical standpoint, its importance from the standpoint of passenger appeal has been fully recognized. The objective has been to effect a happy compromise between first cost and luxurious appearance. The improvements in starting, braking and riding quality, together with attractive exterior appearance, are expected to have strong consumer appeal.

Throughout all the research and experimentation the practical side of the problem has been kept in mind. Indications are that the desired improvements in noise reduction, speed and comfort can be obtained without sacrificing simplicity and economy of maintenance. Thus it is expected that when the work is completed, the industry will have at its disposal a vehicle which is well suited to meet the exacting demands of modern rail operation.

National Forests Closed to Smoking

All national forests are henceforth closed to smoking. This order came recently from Regional Forester S. B. Shaw, as he blamed careless smoking for 999 forest fires in 1932.

Smoking is allowed, however, in "fag stations," which are established along the roads and trails for the convenience of travelers and campers.

Self-Government

By T. Y. DICKEY
Superintendent Division Five

I have found in my work at the Division that one of the most—if not the most—important qualifications of a motorman, is the ability to control himself, but this is most difficult to impress on the man who is disposed to lose his balance. No man in any line of work can function properly without possessing this most important quality.

The man who is "born that way" is most fortunate as he is saved many a jolt on his journey through life, but even though a man may not be so fortunate as to inherit this trait, he is not necessarily a total loss unless he stiffens his back to such an extent that he refuses to make the necessary effort to correct himself or to listen to advice.

I have mentioned motormen particularly, not because they are the only ones needing to learn the important lesson of self-government, but for the reason that there are few lines of employment equaling that of the motorman in nervous strain and, therefore, the absolute necessity of calm, rational reaction to all emergencies.

It is not only useless but downright foolish for a man to fly off the handle every time some one else says or does something which does not meet with his whole-hearted approval.

Wherever there is contact between human beings, differences of opinion are sure to arise. One man's views or actions do not always coincide with the views or actions of another, but that is no reason for a fight. Remember that it is not beyond the range of possibility that we ourselves may be partly—possibly wholly—wrong.

We all know, of course, that many instances arise in the course of a day's work piloting a street car through the maze of traffic, in which a total disregard of the rights of others is shown by some careless, or indifferent, or stubborn person, and it is under such circumstances that the motorman shows whether or not he has the right stuff in him. A moment's reflection will show you how useless it is to indicate, in any manner, your displeasure. You may be sure of one thing. It is that any display of temper not only fails to impress passengers favorably, but very materially lessens your own efficiency. You are headed directly for an accident or rule violation, neither

of which benefits the Company or yourself.

If I may ask a personal question, have you, at times, when irritated, banged your gong unnecessarily, jammed your air in emergency, jerked the car when starting, and said things under your breath so that passengers could hear you, and a number of other similar tricks? Also, what good did it do you or anyone else?

There are men who come in at night tired out from useless fighting while others are ready for a romp with the kids as soon as home is reached.

No doubt you have seen a restive horse champing at the bit, prancing around to no purpose, all in a lather, while his team-mate just ambles along quietly without any fuss. There is the same difference in men, with less excuse. It is much better to amble along quietly and efficiently, ignoring the petty annoyances encountered once in a while, than to spatter your record all over with accidents and rule infractions brought on by frequent periods of irritation and nervousness.

The longer a man continues to allow himself to become agitated over trifles, the worse he becomes, while on the other hand, the sooner he begins corrective measures and the more earnest and conscientious effort that is put forth, the quicker the result.

It will get you nowhere to keep saying, "I know it is foolish, but I can't help it," so it would be far better to say, "I can help it," and DO SO.

Beautiful Booklet of California

Visitors to the California Section of the Century of Progress at Chicago will have "California" brought to them through the medium of a beautiful thirty-two page book in rotogravure, containing more than one hundred and ninety pictures of our most scenic and historical attractions.

The California State Chamber of Commerce, sponsors of this beautiful booklet, have made arrangements with our company whereby samples are placed in the hands of each Superintendent at Divisions, Shops, and at the office of the Publicity Department and orders will be taken for anyone wishing copies which are ten cents per booklet, including envelope for mailing.

Chess Recesses For Summer

With the coming of summer the Los Angeles Railway Chess Club has called a recess.

On the evening of April 17, 1933, the first meeting of the Club was held with fifteen chess enthusiasts answering the call for organization. We organized and elected our officers, then settled down to learn the fine points of the game from our instructor, George Goehler.

During our first period of play, which started with the organizing on April 17th, to our last meeting held June 26th, the Club played in three team matches.

On the night of May 15th we met the Beacon Chess Club, but were defeated 4 to 3. We were by no means disheartened by losing this match as the Beacon Club has many very good members, some of whom have played in National Tournament play.

Again, on the night of June 5th, we met with and were also defeated by the strong team of the Riverside Chess Club by a score of 6 to 2.

We played host to the Auto Club of Southern California Chess Club on the night of June 12th and were defeated 11 to 7.

The Club has also been running an Interclub Tournament to establish the rank of each member. This tournament has not been finished as yet, but we expect to continue it when we meet again in the fall.

In the two short months that we have been organized we jumped our membership from fifteen to twenty-seven.

Anyone interested in meeting with us on Monday nights, be ready when we call the Club together again for the winter session which starts September 11, 1933.

See you September 11th, all you chess fans!

WALTER WHITESIDE, Reporter.

Coach Service Proposed In South Gate

Application has been made to operate motor coach service in South Gate over substantially the same routes as the present municipal coach lines, which are to discontinue service when this application is granted. The proposed lines will connect with Line "J" at Santa Ana Street and Seville Avenue.

Square and Compass Picnic Grand Success



—Photograph by Howard L. Jones.

The Square and Compass Club picnic, held at beautiful Banning Park on Sunday, June 11th, in Wilmington, was attended by about two hundred and fifty people. All came laden with baskets of lunch. This is truly the finest park in the city and formerly was the old Banning homestead.

The first event of the day, the baseball game, started at ten A. M. and was a contest between the Stars and the Moons. The score was three to two in favor of the Stars. The winning of the game was due to the unfair competition on the part of the Stars as they used several baseball stars. The Moons lost but they resorted to fair tactics only. The Stars were under the management of Steen Parker, and the Moons under the management of Walter Whiteside. Luckily, there was but one casualty, this being little Don Grant, who received a couple of cracked ribs from giant Whiteside during a collision at third base.

A sea gull wandered inland and flew over the grandstand; the lady spectators dodged just in time, thinking it was one of Bill Payne's wild throws from third to first base.

The Club is thinking very seriously of giving Raymond Smith not only a new style, wide belt but also a pair of suspenders before our next ball game and picnic.

The responsibility of girdling a roll top desk or a prolapsed chest is too great for one thin little belt to hold Raymond together. There was a song heard from the back bleachers which ran, "We hope it'll break, we hope it'll break," etc.

The Playground Department has served notice that if Bill Mott is com-

ing back to pitch horseshoes again, they will erect higher backstops for the safety of the other players.

At 12:30 P. M. Harry Tuttle announced coffee was ready and a hungry but happy crowd went to the tables beneath the beautiful trees and satisfied their keen appetites. Harry's ability at coffee making was again proven to be unsurpassed. There were good eats in superabundance. In fact, L. F. Sparks had some on his shirt front, but after he had licked it off some of the ladies wondered about that sea gull, L. F. looked so pale.

After a short rest period various games were participated in by young and old, short and tall, fat and thin, much to the amusement of those who were not able to take part. There were some very useful prizes given the winners of these events. The grand finale of the day was a ladies' free-for-all chasing the rambling tape. Mrs. Allen's misfortune of taking a spill gave Miss Sparks the opportunity to take the prize for this event.

Mahatma Ghandi (Sparks) managed to again get in the front row when the picture was taken. He just seemed to fall over in front of everybody. After investigation there seemed to have been no real reason why he should have flopped into the kids' row.

A ladies' night, June 17th, at Boos Bros., West 5th Street, was attended by over one hundred and fifty. The chicken dinner and entertainment were enjoyed very much by all the ladies as well as members of the Club. This was a rare occasion but we hope to have more of them in the near future.

We are pleased to again be able to extend our sincere congratulations to a couple more brothers who took their degrees of Master Mason. Brother Clarence Zuber, Vernon Yard, was raised in South Park Lodge June 20th, 1933. Brother Phil Klingelsmith and his very efficient degree team continued to display their ability par excellence. They gave Brother Nathan Keller the third degree in Moneta Lodge, June 22nd, 1933. We hope these members do not wait too long before making application to the Club for membership.

Another picnic is contemplated some time in September, so watch for bulletins which will be sent out to give you ample time to prepare for this picnic. No meetings in July and August.

Sincerely and fraternally,

W. J. BORN,
Recording Secretary.

Complaints

Complaints continued to show a slight decrease in June. There were 115 in June and 118 in May.

Comparative figures for May and June are as follows:

Classification	May	June	Loss or Gain
Discourtesy	16	24	8
Fare and transfer			
trouble	49	50	1
Starting too soon.....	2	3	1
Passing up passengers	3	4	1
Carrying passengers			
past stop	1	4	3
Dangerous operation ..	0	0	0
Short change.....	21	10	—11
Service	3	3	0
Miscellaneous	23	17	—6
	118	115	—3

Constructive Suggestions Given at Foremen's Meeting

The regular monthly meeting of the Supervisory forces of the Mechanical and Garage Departments was held in the Instruction Room at Division Two on June 10th, H. E. Jordan, Superintendent of Equipment, presiding.

The Chairman called the meeting to order with complimentary remarks and a vote of thanks to W. T. Brown, F. F. Robey and J. B. Buchanan for the comfortable seats which had been installed since the last meeting.

As previously announced, this meeting was to be a **Suggestion** meeting, and the following responded: R. J. McEntyre, W. R. Cavett, W. J. Dewhirst, H. A. Longway, I. C. Gordon, J. T. Watts, R. L. Guignard, Joseph Gordon, W. T. Brown, H. K. Conacher, Lee Crump, M. E. McCune, H. C. Smith, W. I. Green, F. O. Rowbottom, F. T. Burchett, J. M. Cook, J. W. Melvin, C. A. Waggoner and W. R. Anderson.

Some very helpful suggestions were offered for the good of the service. Highlights of those of general interest are as follows:

R. J. McEntyre—An improvement on control of bulk head doors, such as are in use on car 65.

W. J. Dewhirst—That an electric clock be placed in garage basement for the benefit of changing shifts.

H. A. Longway—That we adopt the use of steel center bearings.

I. C. Gordon—The installation of a six inch gauge in jam cylinder piston sleeve-top half only, to be read from outside of car from right to left, and under car from left to right, for the benefit of brakemen, carhouse and mechanical street inspectors.

J. T. Watts—That a detailed list of accidents to employes be furnished each foreman.

R. L. Guignard—That we discontinue oiling certain parts of a few type B cars, as dust forms a grinding compound, thereby causing excess wear.

H. K. Conacher—That all Divisions examine cars equipped with HT-3 and HA-18 top center bearings and test same, by tapping with hammer whenever trucks are out or body jacked up, for broken bearings.

Lee Crump—That polish and cleaner be used instead of polishing compounds on autos on account of bleeding the lacquer.

M. E. McCune—That trainmen be instructed regarding the use of controller and door handles as hammers. That a form report be given each department monthly showing number

and class of accidents on a percentage basis. W. T. Brown suggested that these should be classified uniformly among all departments.

W. I. Green—That a strip of metal be mortised in wood of top of door roller guide to prevent wear and sticking, type B and K cars. That the use of stove bolts in B. H. door handles and drop sash stops will prevent their being pulled off. That the use of grease on signal bell switch plunger be discontinued.

F. T. Burchett—That Foremen in charge of employes in accidents make personal inspections of the equipment and furnish individual reports showing their findings. This was prefaced by a detailed Accident Summary for the past five months.

J. M. Cook—That we investigate riders climbing in one man cars, particularly on the "F" Line.

J. W. Melvin—That all passenger cars not so equipped, be equipped with feed valves. That rear idle step on one man cars be removed.

G. A. Waggoner—That an improvement be made to the 2600 type of cars so that sand will flow freely. That larger hooks be used for holding dash signs.

W. R. Anderson—That a covering be placed over pin in floor of Birney cars. That moulding over coach doors be repaired when coaches are going through Shops. That improvements and short cuts for doing work be placed on the bulletin board.

At the close of the meeting the Chairman announced that the subject would be continued at the next regular meeting.

J. E. STEENROD,
Secretary.

Soccer Team Out of Moth Balls

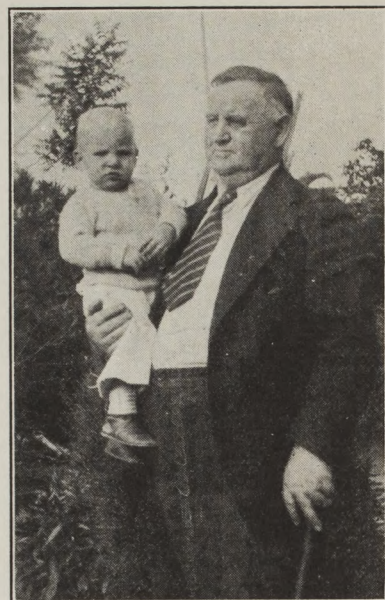
Jack Bailey, Shops Scribe

The Lary Soccer team was called out for a workout June 9th with the Roman Athletic Club. Due to short notice only eight of our players were able to get the day off, namely: Bill Reynolds, Bill Wilson, Bert Timbs, Rex Guignard, Sid Ormston, Bob Calderwood, Ray Perillard and J. Bailey. Although the boys were outrun by the Roman youngsters by a score of 5 to 2 it was a grand shin kicking contest and some good experience. Wilson and Calderwood scored the two goals for the Tokeners.

Congratulations!

C. J. Knittle, Division Four Scribe

It is a real pleasure to congratulate one of the Los Angeles Railway's oldest old-timers, P. C. Petersen, who celebrated his seventieth birthday June 26th.



Forty-three years ago, on February 8, 1890, Mr. Petersen, who is now on the Honor Roll, started his street caring on the Main Street and Agricultural Park Railroad horse cars. When that company was taken over by the Los Angeles Railway in 1895 Mr. Petersen was taken over also.

On April 1, 1897, he was transferred to Division Two where he worked the "back end" until June 14, 1921, at which time he was appointed Watchman of the Mechanical Department at Division Four. He held this position until his retirement on November 16, 1927.

The little gentleman is Mr. Petersen's youngest grandson, Christian, the seventeen months old son of Traffic Man C. J. Petersen.

Big Prizes for Winners Tug-of-War Tournament

Jack Bailey, Shops Scribe

The Tug-of-War Tournament finals will be held July 26-27-28-29. Manager Ben Bradfield and his co-workers, L. Sparks, A. Davis and W. W. Husky, urge that all the real he-men of the "Lary" personnel answer the call and report for training at once. The big prize will be a trip to the World's Fair and \$600 in cash. Whether Division, Linemen, Trainmen or Shopmen, you are eligible for the team.

◆

**Veterans
Club
Auxiliary
Installs
Officers**

◆



Seated, left to right: Mrs. Sarah Cook, Treasurer, (Division Five); Mrs. Helen Nelson, Senior Vice-President, (Division Four); Mrs. Alice Deane, President, (Division Three); Mrs. Gladys Gordon, Junior Vice-President, (Division Four); Mrs. Esther Williams, Secretary, (Division One). Standing, left to right, Mrs. Marie Manning, Guard, (Division Four); Mrs. Nellie Barkley, Trustee, (Division Three); Mrs. Isabella Hoyle, Patriotic Instructor, (Division Five); Mrs. Amy Jackson, Chaplain, (Division Four); Mrs. Lena Todd, Pianiste, (Division Five); Mrs. Clara Angel, Senior Color Bearer, (Division Three); Mrs. Lora Timmons, Junior Color Bearer, (Division Three). Mrs. Esther Wickham, Conductress, (Division Four), unfortunately was on vacation and so does not appear in the picture.

Ladies Auxiliary

The installation ceremonies of the Veterans' Club Auxiliary were most impressive and the ladies owe Commander Angel of the Veterans' Club a hearty "Thank you" for the splendid installation ritual.

He was very capably assisted by the officers of the Veterans' Club and members, and also by L. L. Leasman, of the Veterans of Foreign Wars and his color party and at the end of the ceremonies our President, Mrs. Alice Deane, was presented with a lovely basket of flowers, and the rest of the officers each received a large bouquet.

Thanks to three boys from the Department of Water and Power we were entertained with some splendid musical numbers preceding and following a one act play "In 1999," given by Mrs. Williams assisted by Mrs. Cook and Mr. Prescott.

Our next meeting is July 18th in Taft Hall, sixth floor of the Patriotic Hall. Be sure to be present.

As a last reminder, **don't forget the picnic.** July 16th is the date, and Sycamore Grove the place. By the way, folks, **everybody** is invited. You do not have to be a member of either club to be privileged to attend any of our affairs. They are all open to the public.

ESTHER L. WILLIAMS,
Secretary.

Veterans Club Assists In Ceremonies

Wednesday, June 21st, was not only the longest day of the year but also the biggest night of the year for the Ladies' Auxiliary of the Veterans' Club. With much pomp and ceremony the newly elected officers were installed and the colors presented to their organization. The two flags were beautiful and both were presented to the Auxiliary by our General Manager, P. B. Harris.

The Veterans' Club had the extreme pleasure of installing the ladies and we were assisted in the presentation of the colors by a Color Party representing the Canadian Legion, and Color Bearers and a Color Guard from the Veterans of Foreign Wars. A big crowd turned out to see the ladies in their nifty new uniforms.

Following the installation and presentation of colors a real good entertainment was put on by the ladies, assisted by Rollo, the Clark Gable of the Veterans' Club. After the show all hands retired to the dining room where once more the ladies made a hit with a good feed for all.

So much for the Auxiliary.

Now, don't forget the big picnic at Sycamore Grove on Sunday, July 16th. Each and every one of you Veterans get busy and help put this over. Remember, the entire Los Angeles Railway family is invited to this affair.

We want every employe of the company to be our guest on this day.

There will be plenty of coffee, sugar and cream. Bring your lunch, a cup and whatever tools you use when you eat.

Get busy, all you comrades, and invite every employe you may come in contact with.

Sycamore Grove, July 16th, all day picnic. I'll be looking for you.

J. A. MADIGAN,
Adjutant.

Bowl Concerts

The twelfth annual season of "Symphonies Under the Stars" will open Tuesday, July 11, in the Hollywood Bowl. Many innovations on this summer's programs are expected to prove especially attractive to music lovers.

A new scale of admission prices adopted by the Symphonies Under the Stars Foundation makes 50 cents the minimum for each program, where in the past the lowest admission for feature events has been 75 cents. Season book tickets will be good for all events, where formerly only half of the season tickets could be used for feature concerts. Tickets may be obtained at any Mitchell ticket office.

Dividing The Line

By JOHN COLLINS
Supt. Meter-Mileage Department

Men operating on Line "B" should divide the line into three zones and study them in both directions, for in each zone you meet a different class of people and contact different traffic conditions.

From Evergreen Avenue to Main Street you have the driver who is on the way but does not know where, when or how. You must be on guard at all times for the unexpected.

In Zone One you contact the short rider, as well as the people common to both ends of the line. In both of these zones you may experience some difficulty in getting passengers back in the car.

From Zone One to 51st Street conditions change and cross streets become dangerous, especially on the private right of way.

While conditions in each zone may be different the principle of correct operation remains the same.

People are to board the car through the entrance gate and, while loading, you are a conductor, answering questions relative to the goods we have for sale, collecting from those who buy. What they pay for insures them a safe, comfortable ride to their destination where they are to leave the car by the exit.

Be certain that passenger is free of car before you start. Look ahead before you start, feed the controller as you were instructed, and, once in motion consider your car as empty and on time.

Make it a habit in each zone to feed to the first running notch, or half speed. Pause on this notch long enough to determine whether or not anything is to be gained by feeding beyond it and never feed beyond half speed unless you can go to full speed and can take full advantage of the last running notch.

This is most important on 12th Street, Main Street and on Brooklyn Avenue due to the conditions natural to these streets. Be particularly careful at cross streets in Zone One, watching the pedestrians, traffic signals and electric switches.

Make every move count and avoid unnecessary ones. If a Pacific Electric car pulls onto Main Street ahead of you at First or at Ninth Street you are facing a delay of from two to three minutes. Run your own car and take advantage of half speed.

Many round trips with a four motor car can be made in 44 k.w. hrs. It



Just a picture of part of the flower gardens at Division Three. It has been rumored that the numerous bouquets which have been sent to the different departments of the L. A. Railway Corporation offices at 11th and Broadway, purporting to have originated at the Foothill Division, were in reality filched from neighboring cemeteries. This is unfair, and a visit to this place will convince the most skeptical.

Under the able direction of Switchman Walker, three former employes

is not difficult to go from 51st Street to Main Street in 11 k.w. hrs.; from 12th to Sunset in 6, and from Sunset to Evergreen in 7, or a total of 24 k.w. hrs. northbound.

Southbound can be made in 23 k.w. hrs., using 8 from Evergreen to Sunset; 5 through Zone One, and 10 to 51st Street, making a total of 47 k.w. hrs. for the round trip. This equals 2.90 k/c.m., but it can only be attained by the men who make a study of the line.

Wedding Bells

Miss Katharine Withers, of the Auditing Department, became the bride of Dr. Ralph Rhind on July 6th. In a strictly family affair, the ceremony was performed at La Venta Inn on the Palos Verdes Estates. The happy couple stole a march on all their relatives and friends by slipping away on a honeymoon to some unknown lovers' paradise.

"A little pluck when hope burns low,
A little laugh when life seems slow,
These are things that wise men
know."

Yes, there's a terrible surplus of wheat in this country, but it could be worse. It could be spinach.

Flower Garden at Division Three

of the Maintenance and Way Department, in addition to other duties, keep these flowers blooming in order that others may enjoy them.

Division Three invites you to come and look 'em over. The photographic work was done by Division Three talent also. Conductor T. G. Cumberland responded gladly when asked to do his stuff, and he brought in several shots of the glads, asters, stocks, cactus and other varieties which are prevalent.

Given National Award

At the Twelfth Annual All-American Photographic Salon held in Los Angeles this year from June 4th to 18th, and conducted by the Los Angeles Camera Club, a beautiful study of a night blooming cereus taken by Howard L. Jones of the Los Angeles Railway Substation Department, was given the National Award for flower photographs.

Only three photographs of flowers were accepted by the committee from the many submitted from all over the United States. This makes the award a much coveted prize among photographers.

Mr. Jones also had a very lovely study of the extremely beautiful yucca accepted and published by the rotogravure section of the Los Angeles Times on Sunday, June 25th. This view was taken in the Tujunga Wash at Sunland and several trips were necessary to get the desired cloud effect for a background.

Another subject of his is to appear on the cover of the Farm and Garden section of the Times at some future date

Incidentally it was Howard L. Jones who took the photograph of the Square and Compass picnic at Banning Park on June 11th.

Personals

S. A. Bishop, our genial General Claim Agent, was a busy man during the Convention week of the Kiwanians. He was not only a delegate, but was host to numerous friends who attended the Convention from all parts of the U. S.

E. C. Ellwanger of the Claims Department spent 17 days of vacation in the redwood forests north of San Francisco. He reports good fishing.

Joe Finn is a bachelor for a few days and is eating gravy at the drug store while wife is visiting in Santa Clara.

C. D. S. Sherm Beals is up in the High Sierras trying to catch that fish he missed last year.

Supervisor Walter Perry went back to Tennessee to visit his parents.

John Collins blazed a trail back into the mountains from Mt. Lowe. He says a rattlesnake bit him and as long as he isn't dead the rattler must be. He caught lots of fish, too.

Supervisor George W. Hargrove spent his vacation in Wyoming and Idaho where the West is still the West.

L. A. Recappe is due back from that famous trip in the new Ford through the wilds of Arizona and New Mexico. He went to Kentucky, home state of Mrs. Recappe. What tales we'll hear of Gila monsters, dust storms and good old Bourbon.

Frank Shull and Harry Nordmark are running a race with each other to get to New York to say "hello" in the morning, visit Coney Island for the day, and say "goodbye" the same evening. Frank is on his way through the Panama Canal and Harry is going by train and will take the same boat to come home via Panama Canal that Frank arrives in New York City on. Someway, they just couldn't make up their minds to travel together.

Mrs. Margaret Ambrose of Engineering offices, spent her vacation in Salt Lake City.

Miss Ethel L. Herr spent her vacation at Big Bear fishing.

Miss Gertrude Stanfield of the Treasurer's Department, is congratulated on being out of the hospital after a serious operation. We hope she will be back at work soon.

Miss Muriel Hughes of the Treasurer's office, spent her vacation fishing at Lake Tahoe, Donner Lake, Independence Lake and other of the beautiful lakes in the High Sierras.

Charlie Netz of the Engineering offices, is spending his vacation at Catalina. No, not fishing, just lying on the sand and acquiring a good coat

Fishermen Again Try Their Luck



Reading from left to right: T. Myers, R. Kidd, both from Fageol Motors; E. Sullivan (holding fish); J. Deam, P. Marsh, Bud Lippet, H. Shelford, B. Sullivan, H. Gilfillan, L. Ralphs, B. Fairbanks and E. Wetzler, all from Los Angeles Railway Garage.

J. H. McCornack, M. C. Scribe

Just to show the world that they are not afraid of the briny deep, here are the same men shown in last issue of Two Bells hanging for their lives on the side of an overturned boat. The good ship Rex was repaired and made seaworthy, and our dauntless fishermen went out again after the fish they didn't catch on the last trip when they were wrecked. This time they fished in the vicinity of Catalina and made a big catch.

Births

That twin smile you see Motorman P. J. Kuchesky, of Division One, carrying around is perfectly natural at this time. Twin daughters arrived at his home June 4th, and if they are half as pretty as their names would indicate, no wonder he is all smiles.

Their names are Beverly Joyce and Barbara Joan.

* * *

Harvey Evans, of the Motor Coach Division, has a brand new baby girl at his home. She was born June 12th and weighed 7 pounds 2½ ounces. Her name is Linda Mae Evans. Congratulations!

* * *

John Gray, of the Green, is the proud father of a 7 pound girl. She was born May 19th and her name is Jane Dow. Mother and daughter are home from the General Hospital and are doing fine. Congratulations!

* * *

J. B. Campbell, of Division Four Mechanical, passed around the cigars on the 10th of June and the cause was he is the proud father of a fine baby boy. Mother and baby are doing fine.

Witnesses

Division Four recaptured first place in the average number of witnesses per accident column once more, pushing Division Three back into the second position.

Division Three was the only Division that did not materially increase its average during June.

A comparison of averages for witnesses per accident for May and June follows:

May	June
Div. 3.....6.21	Div. 4.....5.91
Div. 4.....5.07	Div. 3.....5.79
Div. 5.....4.50	Div. 5.....4.89
Div. 1.....4.31	Div. 1.....4.78

The number of accidents was lowered in June with only 864 against 912 in May.

The average witnesses per accident for all Divisions in June was 5.35. In May it was 4.92.

of tan.

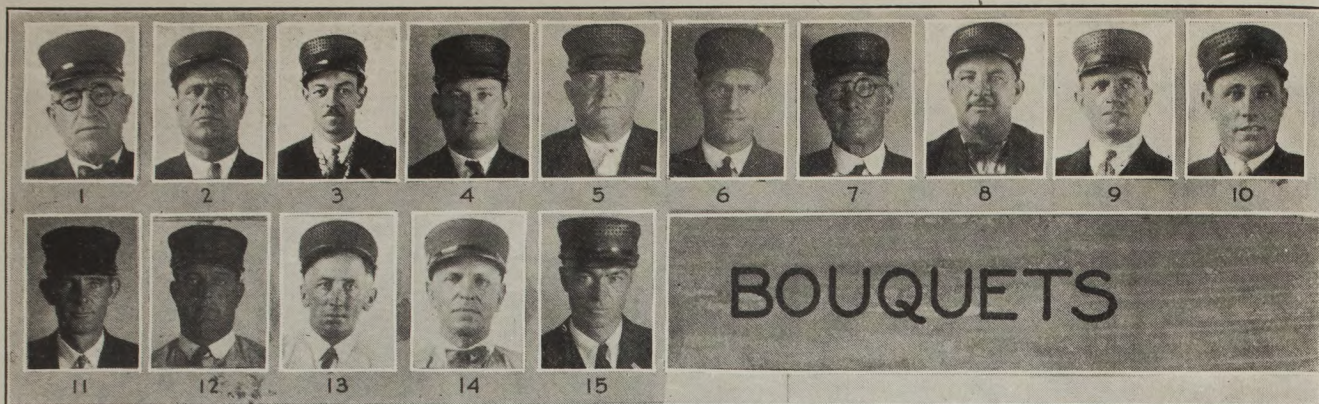
Miss Anna Marie Westcott, of the Personnel Department, is on her way to Panama for her vacation.

We are all glad to have Dr. Carlton S. Allen back with us again after a siege in the hospital with pneumonia.

James Goff, of the Personnel, is vacationing at home.

Dorothy Belt of the Cash Room is spending at least a part of her vacation at Catalina.

Mrs. Marcella Blackie of the Statistician's office is driving her own auto back to Chicago World's Fair and then on to Ohio.



Drop a word of cheer and kindness—
Just a flash and it is gone;
But there's half a hundred ripples
Circling on and on and on,
Bearing Hope and joy and comfort
On each splashing, dashing wave,
Till you wouldn't guess the volume
Of the one kind word you gave.

—Selected.

For (1) Conductor E. L. Jandro of Division Three from Mrs. G. E. Lundgren for his courtesy and thoughtfulness.

Mr. Jandro was also commended by Mrs. T. E. Barber as follows: "He always has a bright, pleasant, kindly smile, and takes great interest in his work. It is a pleasure to ride on his car. He is always thinking of the welfare of his passengers, and once very kindly put out a steadying arm when I was standing and the car was going around a sharp corner."

For (2) Conductor I. Gasparro of Division Three from Mrs. Clotworthy for courtesy and considerateness. She added: "He was most kind and thoughtful to older people and most patient with foreigners."

For (3) Conductor D. J. Haverstick of Division Five from Mrs. Ruth Surprenant who said she appreciated very much his kind courtesy and great accommodation in lending her two cents for her fare.

For (4) Conductor J. L. Decker of Division Five from Hinda Gould for considerably lending her car fare when she had forgotten her coin purse.

For (5) Motorman G. E. Nidick of Division Four from Edward W. O'Riva for courteously stopping his car and assisting an elderly woman across the street when automobile traffic would not stop for her.

For (6) Conductor E. V. Muckey of Division Four from F. D. Blakeslee for lending him his stool when the car was crowded.

For (7) Conductor T. E. Shanafelt of Division Three from E. M. Crail for his honesty in going clear through

the car to the front end to give him change for a dollar which he had forgotten in his hurry to get a seat.

For (8) Conductor H. A. Hennes of Division One from William Schack for politeness and courtesy and for calling the streets clearly.

For (9) Conductor C. H. Deane of Division Three from S. M. Hancock for his care and courtesy to a crippled woman and to a blind man and for seeing that they were seated as soon as possible.

For (10) Motorman T. O. Camack, (11) Motorman R. A. Clapp, (12) Motorman E. B. Weaver and (13) Motorman C. Butler, all of Division Four, from Miss Ella M. Kennedy for special courtesy and kindness shown her by them when they assisted her on or off the cars.

Motorman Weaver also received the thanks of Sarah Smith for suggesting that she transfer so as to save herself a walk of several blocks.

For (14) Conductor E. E. Wilke of Division Four from R. M. Thomson for being accommodating and helpful to passengers in all kinds of ways, even to the extent of tying up loose parcels, and for helping passengers on and off his car.

For (15) Conductor M. B. Assell of Division Four from Margaret G. Best for handling a very trying situation in a very praiseworthy way.

Platform men who received letters of commendation but for whom we have no pictures, are as follows:

For (16) Conductor G. A. Urbain and (17) Motorman C. L. Knarreborg, both of Division One, from William Schack. Conductor Urbain was complimented for calling streets clearly and distinctly. Motorman Knarreborg, on his pull-in trip, noticed Mr. Schack running for the car and stopped to pick him up, thereby enabling Mr. Schack to make a close connection.

For (18) Motorman S. R. Harrington, (19) Motorman S. E. Phillips, (20) Motorman B. Hansen and (21) Conductor J. M. Walker, all of Division Four, from Miss Ella M. Kennedy for their

kindly assistance to her in helping her on and off the cars.

For (22) Motorman A. C. Borden and (23) Conductor W. A. Fowler, of Division Five from Mrs. C. G. Mason who said that Motorman Borden saw her coming with a suitcase and her small daughter and kindly waited for her. Conductor Fowler was most helpful and kind also.

For (24) Conductor D. A. McCollum of Division Five from C. V. Stone for his patience and wonderful kindness and courtesy to a small child who had forgotten what car she was to take; and later on the trip Conductor McCollum showed the same courteous attention to an old gentleman who could only describe the corner where he was to get off the car, as he had forgotten the name.

For (25) Motorman L. D. Lofton of Division Four from Herman Jenson for his politeness to patrons and for special courtesy in assisting women and children off the car. Mr. Johnson also complimented Motorman Lofton highly for the smooth operation and starting and stopping of his car.

For (26) Conductor A. R. Sattler of Division One from R. P. Dags for lending him a token.

For (27) Conductor R. Tracewell of Division One from C. M. Smith for "an act of great courtesy."

For (28) Conductor D. D. McClurg of Division Five from Miss M. Fraser for calling the streets.

For (29) Conductor W. S. Rice of Division Three from Estella Hard for calling all streets, even down town, and for his courtesy to a rude, ill-mannered man.

For (30) Conductor M. A. Triboulet of Division Three from W. G. McKee who said: "I noticed him for his most courteous attention to elderly people getting on and off the car. He never failed to help the aged or those who had children or bundles, and he gave his help as though it were a pleasure to do it."

For (31) Conductor E. D. Sayers of Division Four from Mrs. Nettie J. Yaw who wrote: "He is always polite and

Honor Roll

Lew Madison Runyon, Motorman at Division Three, was placed on the Special Roll effective June 16, 1933.

Mr. Runyon was employed by the company on June 5, 1912, as a motorman at Division Three and has remained in that position to the present time.

Commendations

There were 6 more commendations in June than there were in May. In May we received 28 commendations and in June 34.

The number of men commended at each Division in June is as follows: Division One, 9; Division Three, 10; Division Four, 19; Division Five, 7.

Appreciations

I am sending these few lines with sincere appreciation on behalf of my family and myself to thank you for the beautiful flowers for our beloved wife and mother. May I assure you how grateful we are to you for your thoughtful kindness in our time of sorrow.

Most sincerely yours,
Charles S. Coover.
* * *

This is to acknowledge with sincere thanks the kind expression of your sympathy in the death of my brother, Esten Gilen.

Mrs. Viola Worden.
* * *

To thank you for your thoughtful kindness at a time when it was greatly appreciated.

Sincerely,
Mrs. F. R. South, Sr.,
and Family.
* * *

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

Harold W. Shenton.

obliging no matter how trying the situation."

For (32) Conductor S. M. Alexander of Division Three from Sylvester Hoffman for his courteous handling of a misunderstanding involving the amount of money the patron thought he had handed to him.

For (33) Motorman P. N. Stewart of Division Five from Alex Sizoo for courteously assisting a blind man to the crossing where he could get another car.

For (34) Motorman H. A. Cowger of Division Four from Mrs. Johanna Peka who expressed her great appreciation of his kindness in lending her car fare.

Boy Scouts

On June 10th Scout Troop 45 visited the County jail. They showed us how the cells open and close, and they told us that the cells open into a big block where the prisoners are allowed to talk to each other from 7:00 A. M. to 9:00 P. M.

We saw the laundry where the trustees work, and we learned that trustees get four meals a day. We went through the kitchen where they cook meals in kettles that hold about fifty gallons.

We were taken into a room where there are many handicraft articles made by the prisoners. There is a dollar bill in there that a man sat down and drew free-hand. There were many other interesting articles in that room.

After we had seen all these things we went downstairs and talked to Sheriff Biscailuz.

The following Friday the Troop held an election of officers for the patrols and the Troop. Ray Fife is the new Senior Patrol Leader.

On June 23rd we went to the Court of Honor at the John Adams Junior High School.

The boys who received First Class badges are Sam Sebby, Bob Fletcher and Ralph Hirigoyen.

Merit badges were given to the following: Bob Bower, William Bergen, Oscar Durand, Ray Fife, Elford Kline, James Kline, Lynn Weber and Harold Levitz.

Star badges were awarded to Bill Bergen, Elford Kline, James Kline, Lynn Weber and Ray Fife.

A Life badge was given to Harold Levitz.

Ten Hour Civic Service stripes were awarded to Leroy Guilford, Alfred Shaffer and Mack Hansen.

Twenty Hour Civic Service bars were given to Ray Bailey, Herb Spencer, Bob Tryon and Vernon Farmer.

Fifty Hour Civic Service stripes were given to Elford Kline.

Some time soon Troop 45 is going to start a contest. The Troop will be divided in half and Mr. Dyson will lead one faction while Mr. Campbell takes the other half. Each of these men will have two junior officers as assistants, and the contest will last six months. The contest will cover the entire field of scouting and the losing side will give the winners a feed.

BOB BOWER, *Publicity Manager.*

LYNN WEBER, *Two Bells Reporter.*

Journey's End

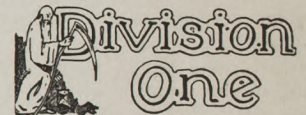
William Daniel Carpenter, who was placed on the Special Roll September 1, 1932, passed away on June 19th. He was born in Springfield, Illinois, and was employed as a motorman at Division One on June 15, 1900. He was appointed Flagman May 20, 1922, where he served until retired. Mr. Carpenter is survived by a sister who lives in Aurora, Illinois.

* * *

Frank Robert South, Night Foreman in the Way and Structures Department, passed away on June 24th. He was born in Beeville, Texas, and was employed as Foreman in the Way and Structures Department on May 11, 1926. Mr. South is survived by his wife, three sons and two daughters.

For Rent

A 4 room cabin and garage on the water's edge in the private beach of the Surfside Colony. Attractively furnished. \$40.00 per month. Dean Ovard, 16th St. Garage. Phone THorn-wall 4314.



H. N. COLE

The general shakeup is a thing of the past. Everybody has a good run. Each has the best run out of the Division, to hear him tell it.

Conductor M. B. Stewart let his old Owl run go to someone else and took the "Baby Owl" instead. He says it was too easy to get off when he had the regular Owl, and when pay day came around the sight of his check gave him a pain in the neck.

Vacation time is in full swing, if you don't believe it just take a glance at the following.

Motorman G. Lawrence is taking seventy days off to visit relatives in Oregon and will probably see the sights of Yellowstone Park and the Yosemite before returning.

No short vacations for these boys. Conductor L. R. Edwards is off for sixty days. He will visit relatives in the state of Washington.

Conductor H. J. Cormier has been called to Canada on account of the serious illness of his father.

Conductor L. Newton is visiting relatives in Kansas. He will be away forty days and forty nights.

In order to tour the country, here and there and everywhere, Conductor A. I. Brennan has taken forty-six days off. It is reliably reported that he will have select company on his trip, but until it is officially reported Ye Scribe is not supposed to know he is now a married man.

Conductor G. Spilker is taking a nineteen day vacation that is a real vacation. He is just staying home and having a good rest.

Motorman D. B. McFarland is vacationing for the next eighteen days. He will be travelling most of the time.

Going places and seeing things, is what Motorman B. B. Parvin will be doing for the next sixteen days.

Safety Operator G. L. Beckstrom is taking two weeks off. No report as to where he will go, but no doubt there are two weeks of real pleasure in store for him.

Safety Operator M. D. McGivney took a rest for eleven days during the month, and now feels like a different man.

The biggest and the best checker player of the Division, Conductor S. D. Selby, is away on a thirty day trip. He will visit relatives in Idaho.

A visit to relatives in Missouri is taking Motorman A. P. Brawshaw away for forty-five days. Before returning he may take in the World's Fair at Chicago.

He is a little late this season, but Conductor R. W. Brigham just had to take his fishing trip. He is taking twenty-eight days off, and that means twenty-eight days of real pleasure.

Motorman G. W. Bridger has been granted leave of absence for sixty days to visit relatives in Michigan.

Motorman A. W. Smith took a ten day trip to the Yosemite during the month of June.

Motorman A. Mariscal spent ten days at home resting up and looking after his property.

Motorman R. D. Tolliver did not tell anyone how he was going to spend it, but he just took a nineteen day vacation just the same.

Conductor George E. Moore seems to be a little lonesome these days, and there is a reason; Mrs. Moore and the baby boy, George E., Jr. are away on a trip back east.

No, Motorman Holmberg hasn't acquired the habit of smoking cigarettes. He just forgot his pipe one day last week and he said a cigarette was a little better than nothing—just a little better.

Those of you who haven't seen that new Chevrolet that Conductor E. R. Tomlin recently purchased have missed a treat. It is a thing of beauty, all equipped with everything, including a radio receiving set.

Chaperoned by Conductor and Extra Clerk R. A. James, a select party of twenty Division One men (Ye Scribe included) ventured out on the high seas in search of fun and fish. We found more fun than fish, but everybody had meat on the table for Sunday. The skipper filled the water barrel before leaving port, so we had all the water we needed to drink. Conductor C. K. Herbert caught the largest fish so all the two-bit pieces chipped in the pot, went to him.

The run that Motorman J. H. Roberts had before the shakeup, must have been a pretty hard one. One day he took off and during the day he came out and rode a round trip on his own run, probably to see the extra motorman suffer.

Motorman B. B. Baker received a message last Tuesday conveying the sad news that his brother had passed away. At this time Mr. Baker is out of the city attending the funeral.

Former Motorman Bill Lambertson, now on the retired list, recently paid a visit

to the hospital, and reports Motorman Jim Roberts as doing well but still quite sick. Motorman A. L. Goodrich is doing fine after an operation, and will soon be out.

Motorman R. J. Orphan was around to see the boys at the Division a few days ago. He is getting along fine. He has been incapacitated for several months on account of an accident in which his kneecap was badly injured.

Motorman E. O. McKinney is back on the job after being confined to his home for quite a while.

The condition of Conductor C. J. Clark is reported as improving. He has been off duty for several weeks nursing a case of rheumatism.

Motorman R. R. Peterson is taking a twenty-eight day vacation starting June 29th. He expects to stay at home and maybe take short trips.



Division Three

L. VOLNER

Conductor A. Nielson has resumed duty after being off for some time recovering from an operation for appendicitis.

Manager Harry Tuttle of the Car Barn Cafe left the first of the month, accompanied by his wife and daughter, on a several weeks trip to San Francisco and Yosemite. During his absence, Mrs. Carl Morris, wife of Conductor Morris, will act in the capacity of manager and see that the boys get their eats in the manner that Mr. Tuttle prescribes.

A letter received from Conductor Eddie Cox, who is traveling in the Northwest seeking to benefit his health, stated he was spending a few days in Spokane, Washington. He says the weather in Oregon has been awful wet, but that his health is much better and that he and his wife are enjoying every minute of their tour.

Motorman A. Pfeiffer spent the last several days of June renewing old acquaintances in San Francisco. He reports that business seems to be picking up in the Bay City.

Conductors R. H. and E. E. Melick returned the latter part of the month from a thirty day tour of the Northwest. Both of these conductors were on the lookout for some farm land that would give them a means of livelihood in later years. They report that business seems to be on the upgrade in that section, and they also say that they have several good prospects in view.

Conductor Jarvis Phillips and wife will visit the Chicago Fair and also look over the east before returning the latter part of August.

Motorman G. H. Melcher, accompanied by relatives, is making an extended tour of Eastern cities.

Motorman Ray Gholson is back on the job after several weeks visit to his old home in Illinois. Mr. Gholson's father is very ill, which was the main reason for this visit.

Conductor O. J. Allen took ten days off the latter part of the month of June to

visit his homestead in the vicinity of Palm Springs and to check up on his crop of lizards and horned toads.

Contemplating a trip back to his old home in Tennessee during his vacation, Supervisor Perry was very anxious to get "Spark Plug"—his horse of boyhood days, the one he followed for many miles holding to those double shovel handles when he was cultivating the corn—in shape to make the trip. Conductor H. A. Beals says he saw Mr. Perry staking the animal out, in the wild oats pasture, just north of Sycamore Grove. Everything was going fine, and Spark Plug was responding to the diet when someone either accidentally, or on purpose set fire to the pasture and ruined the crop, so now Mr. Perry has decided to make the trip by auto. We wanted a picture of the steed for this column, but unable to get same would say there is a very good likeness on many bill boards advertising a popular brand of spark plugs. If horse-racing comes back to California, Mr. Perry will have this horse in shape to win the money.

Motorman G. V. Hopkins still speaks to the boys—some thought since he was driving that Cadillac sedan he would be above speaking to a common street car man.

Finding the one man cars too much of a job for him, Motorman E. M. Sannon has resigned, and returned to his old home in Iowa.

After several days off duty on account of sickness, Flagman J. Brannick is back at his post at Cypress and North Figueroa.

Conductor J. P. Fleming spent five days during the early part of July in Yosemite.

Mrs. F. O. Hebert, wife of our jovial motorman by the same name, was run over by an auto about the first of June, which necessitated her confinement in a hospital for some time. At present she is at home and doing nicely.

A card from Conductor C. H. Wheaton states that himself and wife and the Ford were passing through Cheyenne, Wyoming en route to points in Massachusetts. Wheaton said that thus far the roads were excellent and that it wouldn't be long until they would be back in the baked-bean district.

* * *

Married

Motorman Fred Stauss is receiving congratulations from his many friends over his recent marriage, which occurred in Santa Ana, June 17th. Miss Clara Francisca Sanstely of San Francisco is the name of the young lady who has vowed to love, honor and obey, and Fred says that he certainly is glad that his bachelorhood days are over. They are at home to their friends at 172 Wapello Lane, Altadena, Calif.

* * *

Wearing a smile that threatens to become permanent, J. H. Critchett informed us that on June 28th he and Mrs. Frances O. Cole were united in marriage at Santa Ana, California. They will be at home to their many friends at 3315 Roseview Ave.

Division Three wishes them all the happiness possible.

Motorman A. Johnson and family spent ten days in Yosemite during the past month, resting and seeing the sights.

Conductor M. V. Howell has resigned and gone into the wholesale wine and beer business. We wish him well in his new line.

Conductor R. H. Gamble is back at work after a rather painful operation on his nose.

After having worked the Eagle Rock Owl for so long a time, Motorman W. A. Stebbins says he has taken a day run to get acquainted with his family.



Division Four

C. J. KNITTLE

Well, here we are in the midst of the vacation season. Some of us have gone and come back. Others are away and probably many are still planning when to go and where. Here is a note from a former Division Four motorman, E. L. Mason, which might solve your problem. Mason resigned June 9th to move to his ranch in Log Cabin, Calif. His departure was deeply regretted by all his fellow workers, but Mason hopes they will take advantage of the hospitality which awaits them at his ranch. The letter was sent to Two Bells and reads as follows:

"I wish to say 'Good-bye' to my friends among the officials and employes and extend to one and all a cordial invitation to visit me on my ranch if you are in that part of the country on your vacation. You may camp at my place or use it for your headquarters while you hunt and fish or bring the family for a week or more of camping. There is plenty of room. The ranch is located in the Tahoe National Forest and is about ninety miles northeast of Sacramento. If you wish to write me for more particulars my address is Log Cabin, Yuba County, Calif."

Those of us who are closely acquainted with Mason know that this is a very sincere invitation and we express our appreciation and thanks.

Conductor L. Barkley spent the first ten days of June visiting relatives in Roll, Arizona.

Motorman E. J. Carroll also left June 1st on a sixty day leave to visit his father in Boston. E. J. is making the trip by auto.

Motorman L. L. Leasman was granted five days leave June 4th to attend the Veterans of Foreign Wars Convention in Las Vegas.

Conductor Snow and Motorman Knepper returned June 5th from San Diego where they indulged in a fishing trip which netted them one hundred and thirty-seven large yellowtails and a number of bonitos. Knepper won the jack pot on the boat for catching the largest fish, a thirty-five pound yellowtail. The entire catch was given to the men of the Division.

A painful leg injury was suffered by Motorman L. A. Starkey June 5th in the car yards when he started down the steps to the pit to retrieve a Train Run tag he



At left, Glennie Mattern and his sister, Florence. These winsome kiddies are the children of Motorman G. S. Mattern, Jr., a Division Four man. In center, Jacky Thomson. Another handsome little gentleman of the Division Four clan. Jacky is eight and a half years old and is the son of Conductor W. J. Thomson. At right, two studious little ladies. Artie Mae, 16, and Dorothy, 8, are the daughters of Motorman A. R. Buchanan of Division Four.

had dropped. The two hundred and nine pound pilot made a lightning descent.

It is with regret we report that Conductor Schnur, who received a serious knee injury when he was struck by an auto May 4th at Sanborn and Fountain Avenue, is still traveling on crutches.

Motorman C. Hogan and his brother-in-law, Operator S. L. Wickham, were granted thirty day leaves June 10th to drive to Texas and Oklahoma where they will visit relatives.

Conductor S. J. Bacon left June 10th to make a trip to Eugene, Oregon. He was granted thirty days leave.

Motorman E. W. Swaby was also granted thirty days leave June 10th to visit relatives in Texas.

On account of the low extra list here and Superintendent Wimberly's desire to give each man who wants a vacation a reasonable amount of time off, no sixty or ninety day leaves are being granted.

Conductor M. B. Whitaker's favorite gag: "I saw a woman get thrown off the upper deck of a Sunset bus this morning when it turned the corner at 5th and Hill. She landed on her head but didn't get killed or hurt. Why? She was still wearing her Spring hat."

Conductor O. E. Goodwin and wife were the victims in one of the most cold-blooded hold-ups when, after emerging from a restaurant at 5th and Lucas on June 12th, they proceeded to get into their auto. A lone bandit stepped up and, with a gun against Mrs. Goodwin's side, climbed in with them and ordered them to drive away quietly and keep going. For two hours Goodwin drove during which the man took approximately \$3,000 worth of jewels from Mrs. Goodwin and \$22 from O. E. Finally arriving at an unfrequented spot on North Alexandria Street the bandit ordered them out of the car, slipped Goodwin twenty cents to get home on and with a menacing flourish of his gun sped away in their car, a Cadillac sedan. No trace has been found to date of the machine or driver.

Conductor E. F. Adams resigned June 7th to operate a filling station.

The many friends of Ed Hahn, formerly

a Safety Operator of this Division and well known at the other Divisions as a guitarist in the L. A. Railway Hawaiian Quartet, will be grieved to learn that Ed is slowly dying of diabetes and has been taken to the home of his parents in Montana.

Motorman J. M. Hoffman is spending a thirty day vacation in Oregon. He left June 15th.

Married

Our heartiest congratulations are extended Motorman Louis Decatur Lofton on the event of his marriage June 26th. The bride was formerly Miss Leona Marie Burns of this city. At the time of this writing the happy couple had left for a brief honeymoon at Catalina.

* * *

Conductor A. O. Croxdale is also congratulated at this time. Croxdale was married June 27th. We regret to state more details were not available.

* * *

Operator R. Spencer is spending a thirty day leave visiting in Des Moines, Iowa. He left June 26th.

An unexpected bit of comedy occurred on the evening of June 17th when a garbage wagon driven by a drunken sailor came ambling over Sentous Street.

Conductor W. M. Vaughn was granted a thirty day leave June 20th to visit his mother in Oklahoma.

Motorman E. C. Fisher was also granted fifteen days leave June 20th to drive to Yosemite and the Sequoia National Park.

Conductors R. T. Anderson and R. H. Manning transferred from Division Five to this Division June 22nd. Conductor G. F. Fuller of Division Five was temporarily assigned to this Division on that date.

Motorman J. M. Bothwell took a seven day vacation starting June 24th.

Is Conductor Jim Saunders in the house? Say, Jim, how did you like that ham you got in the kosher butcher shop?

Motorman R. H. Mitchell is on a thirty

day leave visiting relatives in Denver. He left June 26th.

Operator R. E. Cleland spent a ten day leave, starting June 26th, in and around town.

We hope Motorman Dusty Rhoades will pardon us for telling this one. There should be a punch in the news and Dusty furnished it one day recently when he got relieved at Pico and Sentous and stepped over to the sidewalk. A woman, with her back to him was bending over adjusting her shoe lace. "Ah!", thought Dusty, "Miss So-and-So (a lady of his acquaintance). Guess I'll give her a little scare."

Putting his thoughts to action, Dusty sneaked over and with a blood curdling "Yelp!" grabbed one of her ankles. With a shriek the woman jerked herself loose, whirled around and, Ye Gods! . . . an absolute stranger to Dusty! Was our face red?

Conductor C. N. Reddick and District Supervisor S. J. Beals are vacationing for two weeks at June Lake in the High Sierras. They left June 29th.



Division Five

FRED MASON

Well, the vacationists are going and coming, and here they are.

Clerk C. F. Paine is back from his two weeks spent moving and fishing.

John Rhodes, our jovial janitor, slipped away for a couple of weeks, and did not say where he was going. He dropped in for a few minutes on pay day and was rather disconcerted at having only had one chicken dinner since he started his vacation. He said, "These days, people are using bigger and better padlocks and keeping smaller but wilder dogs."

Conductor J. R. Herring and family started out on June 27th for ninety days and are going to visit the folks in Cayuga, North Dakota.

Motorman G. H. Stone is taking a trip back to Philadelphia and will be gone for sixty days.

With the rear of the Chevrolet sedan loaded with equipment and utensils to make a real camping trip, Motorman S. B. Smith and his wife started out for two weeks and will make San Diego their headquarters.

Conductor Orville Haynie is off for thirty days and he and his family are vacationing at Pima, Arizona.

Motorman E. Rhodes, his wife, and a party of friends, left on June 26th for a trip to Yosemite and will be gone for fifteen days.

Conductor Joe Bontty is back on the job, feeling fine, after three weeks vacationing in Portland, Oregon.

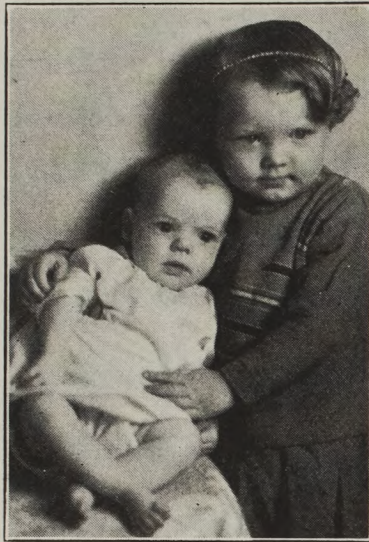
Conductor Gordon W. Dow is having a fine time in Seattle, Washington, and is due back on June 30th.

To drive back to Appleton, Wisconsin, Conductor A. N. Earle has taken sixty days off and will be back on July 30th.

Motorman Bill Niceley, who was on a ninety day vacation, writes us from Nel-

son, Missouri, tendering his resignation. Bill has taken over a gas station there and we all wish him the best of luck in his new venture.

Conductor M. B. Wallace also writes in from Tuttle, Oklahoma, stating that he is going into the cotton raising business with his father-in-law back there, and we wish him success.



Here we have Ellen Catherine McDonald, three year old daughter of Conductor Frank McDonald of Division Five. She is playing "little Mamma" to her four months old brother, Francis, Junior.

The next time Conductor Roy Platner gets a hair cut it's going to be when he's not shining. Just recently he was over at Division One on a shine and slipped out to get a trim up and had just had the clippers up the back and round the sides when he was called to pull out a run. He pulled the run out on time but had to go back the next day to get the job completed.

Conductors R. H. Manning, R. T. Anderson and F. J. Donnelly have transferred to Division Four and we wish them the best of luck.

Conductor Pete Pederson will be a bachelor for the ensuing two months, his wife having taken a trip to visit the folks in Toronto, Canada.

Our ball team did not fare so well with the regular Los Angeles Railway team in the game played about four weeks ago. However, while we lost, everybody had a good time, even to the umpires. The boys have been working out at every possible opportunity and are improving every day. The next time out, they will show in their nice, new uniforms and they are sure they will finish up on the winning end.

Conductor A. A. Blaubach will be off for sixty days and is driving back to Milwaukee, Wisconsin, to see the old folks.

The boys of Division Five wish to express their heartfelt sympathy to Motorman H. L. Myer whose mother passed away on June 9th, 1933.



Shops

JACK BAILEY

W. W. Aldrich, Shop Supervisor, is away on his vacation. He plans to hide himself away at his rural estate.

J. M. Spearing, Carpenter Foreman, and wife spent their vacation at Murrietta Hot Springs playing in the mud.

L. Brown, L. N. Campbell, of the Carpenter Shop and W. B. Wilson, Head Upholsterer, were granted special rates for themselves and families to visit the Magic Isle over the holidays.

Carpenter A. F. Kilgore has moved to Wilmar, California, where he will spend his spare moments tending chickens.

J. Hale, Progress Clerk, and family enjoyed a week-end trip to Lake Hodges.

Painter L. D. Richardson who moved to El Monte, has also equipped himself for speedy transportation—a new Ford.

J. C. Schneider and J. A. Willer, of the Paint Department, spent the holidays at Grant Lake fishing and hunting.

Little Miss Irene Elvira Berg has established a record for Two Bells. She sent in her picture when she was 29 hours and 30 minutes old. This is a picture of the youngest baby ever published in Two Bells. Irene is the daughter of Mr. and Mrs. Sig Berg of the Upholstering Department at South Park Shops. Miss Berg was born last June 11th and weighed 8½ pounds. Congratulations to the proud father and mother!



Joe Gordon, Foreman of the Blacksmith Shop, plans to spend his vacation at Chicago and will thoroughly enjoy the Century of Progress.

P. Jensen, of the Electrical Repairs Department, for some unknown reason made a trip to Arrowhead.

If anyone has a hammer labeled No. 22, please return it to C. Canales of the Electrical Repair Department. Any article bearing the No. 22, in Cecil's estimation, belongs to him.

Electrician Ed Brimm and our old friend Frank Dyer chugged a la piston slap to Beaumont over the week-end. Frank realizing Ed would do more than his share if he bought the gasoline, furnished the chicken and beer. Oh! Yes! They went after cherries.

Electrician C. A. Dennells upon his return to the fold has been christened "Wimpy."

We wish to express our hopes for a quick recovery of Mrs. Richard Dwyer, who has been under hospital observation for some time, in view of a possible operation.

Harry Smith, Foreman of the Winding Room, and family have planned a much looked forward to vacation trip to Camp Seeley.

It takes J. T. "Si" Watts, Foreman of the Electrical Wiring Department, to pull a fast one on his friends. Next time you have a beer party and are not able to obtain the regular 4% stuff, just buy some near beer and soak the labels off. They will never know the difference.

Truckman R. Blaize was granted a weeks leave of absence, but is not back yet. He planned to drive just as far as he could in three and one-half days which would require the same amount of time for the return trip. We fear he over-estimated the performance of his bus.

Truckman Roy Williams has returned from his trip to Phoenix and was so dry he drank up all his home brew the first day. Thus the headache of late.

Truckman R. Perillard is pinch hitting for E. A. Kinion on the Fire Department Squad.

Truckman J. Martineau spent the holidays at Elsinore.

C. F. Laflin of the Store Department has returned from his vacation and will resume his checker engagements with J. Brown, T. Davis, H. Green and all the other good players.



William and Gene Blaize, twin sons of Roy Blaize, Truckman at South Park Shops. These two little men are three and a half years old and inseparable pals.

L. A. Johnson, S. Kriewald, and R. Guignard, spent Sunday, June 16th at Lake Sebrina, up Bishop way. The boys are trying to live down a rumor that they did their fishing in the nude and used handkerchiefs for fish nets.

W. W. Husky, C. Nickels, J. Devlin, B. Pecoy, R. C. Ballard, J. Mendoza, W. E. Reed, S. Ormston, H. Beebe and V. Lee all enjoyed a fishing trip out from San Pedro on Captain De Long's live bait fishing boat. A good time was had by all and the fish were plentiful; due to Mendoza who was more interested in feeding the fish than catching them. Ben Pecoy took the honors for the day, having bagged three yellowtail ranging from nine to eleven pounds.



Motor Coach Division

J. H. McCORNACK

We have had a card from Pop Campbell who has been vacationing at Springfield, Missouri, with his picture on it taken with a great string of large fish. Pop is this really true?

Supervisor Leo Nowak is going to drive to Chicago to get his wife who has been visiting there with relatives and taking in the Fair.

Jenkins has sold his motorcycle. Never again, is his motto.

H. C. Lehnart put on a charter fishing party which sailed from San Pedro down to Huntington Beach. Everyone had a splendid time and all were fairly successful.

Al Brehm could not stand those big fishing stories from the Garage so he, with J. M. Holman, E. C. Teel and R. H. Groves, made up a motor caravan with a party of twelve and drove to San Diego and sailed to the Coronado Islands for their share. This is the first time that these fishermen have ever bought fish to bring home. It was just one of those days.

Moon Mullins has been granted a thirty day leave of absence. He is taking his family to visit his folks at Savanna, Illinois. From there they will visit a brother in Chicago and take in the World's Fair.

E. E. Scannell is taking a thirty day vacation this year. It seems that he has a gold quartz mine in Idaho and is convinced that the prospects are very good so he has gone there with a party for the purpose of interesting capital.

King Riley said that was a splendid ham after he got it in one place long enough to cut it.

J. W. Faught is spending thirty days cruising around Arizona, trying to get warmed up.

Stinky Davis took a two weeks vacation to spend at the Division.

V. A. Biggars was on vacation from the 20th to the end of the month. He spent his time resting and watching what other people do in the day time.

R. A. Holloway has worked his way through college and is taking ten days off for his final exams and the commencement exercises of U. C. L. A. at Westwood.

GARAGE

Foreman Doyle Rishel is lead off man this year on our vacation list. He is taking the family to Yosemite for a few days then northward through the Sacramento Valley to Shasta, Crater Lake, The Dalles, to Portland over the Columbia River Highway and returning by Salem and Grant's Pass.

Dorothy Rankin is on her vacation for two weeks. She is going to help her husband pull in those big fish near Lone Pine for a week and then just play the lady and maybe find out what other people do about town.

Talk about fishing—Ed Sullivan has been on a fishing trip to the coast of Mexico. His party of three caught 25 yellowtail which weighed from 16 to 31½ pounds each. This big one won him the pool for the largest one caught that day. Wilson Turner got enthused over this trip and had Ed take him to the same place but he came home eating hamburger.

* * *

Wedding

The Bachelors' Club of the 16th Street Garage is falling one by one. Jesse Doerr, carburetor technician, is the latest victim. He was married June 5th at the Christian Church at Santa Ana to Miss Rula Taylor of this city. Reverend Buchanan officiated. The happy couple took a honeymoon trip up the coast by boat and Jesse brought us back some splendid cigars. We offered our congratulations in the form of a set of silverware. They are at home now to their many friends at 1160 Browning Blvd.

* * *

Louie Chiaro received his new sticker for his medical directory and was told to read a letter on the bulletin board to see what to do with it. He took one look at the letter and dutifully stuck the sticker on it and walked away.

Earl Hansen laid off one day saying he had to go to Santa Barbara which threw a scare into the boys as they thought they had lost another member of the Bachelors' Club and 50 cents, but it was found out that he sneaked out and had his car painted and didn't even ask Penny.

J. Doerr did not make his coast trip in the Cadillac as was expected. He said it was much nicer by boat as you could dance and enjoy the deck sports and if you got too hot it was only a few steps down to your stateroom to cool off.

Did you hear that Lee Signal had a whistle?

Dorothy Rankin's wire-haired cocker spaniel had been acting in a peculiar manner so she called the Dog Health Department to have it put under observation. Before they arrived the dog disappeared and they retired with much doubt in regard to this observation business.

Troy Ake's wife is visiting friends at Chicago and taking in the Fair. While she is gone Troy has purchased, for cash, the former home of Norman Lane's father at 1363 E. 48th Street. He is having it all redecorated and painted as a surprise for her when she returns.

Ask the Kappa Delta girls and you will learn that that bucky, ducky, wucky man is just the best fellow ever. The big feed this month was at the Grand Hotel in Santa Monica and everyone just had the best time.

Dean Ovard heard a crash and his motor set up a violent vibration. He eased on to work at about eight miles an hour and asked all the boys what could have happened. They all thought he had a broken crank shaft but to make certain took Surefire Anderson for a ride and Ray said, "No doubt about it. The crank shaft is broken." Dean drove home at the same speed and started to pull the

motor, when his father-in-law noticed that a fan blade was gone. He took off the opposite blade and the crank shaft repaired itself.

J. Pjerrou has passed his examinations in flying and received a commercial license.

Don't call information — just ask Fletcher.

Scotty Crawford thought he had a big time at the Saturday night dance.

Frank Ralphs should have given his young son some lessons when he was in the sweat shirt business. He left the spare tire and rim off his car and his boy sold it to the junk man for a dime. Or maybe the boy has had some lessons.

M. Pierce of the Second Shift has been granted a thirty day leave of absence for a visit and vacation with his folks back in Oklahoma. This is the first time that he has been back but we understand that the sheriff there was killed recently, but maybe that hasn't anything to do with it.

Foreman D. Sterling is vacationing by making hay while the sun shines out on his ranch.

* * *

Back Yard Baseball Flashes

The big race for first string catcher is off. After valiantly surviving various bombardments of foul tips, burners, etc., our beloved friend, baseball player, and Division Scribe, has resigned. Although the move has an atmosphere of mystery about it, some rumor is going around that the Coast League is involved. The scrubs will miss his heavy batting, and air tight (?) catching, but most of all those little moments of slap stick when he juggled foul tips off the outside corners of his good looks or allowed them to drum away on his manly chest.—Contributed.



F. F. ROBEY

DIVISION ONE

S. T. Brown is away on two weeks vacation. He plans to spend most of his time at Glynn Ranch, where he is a welcome visitor.

E. O. Angel and wife and some friends, attended a picnic at Riverside. Enos said it was 109 degrees in the shade but you couldn't find the shade.

Henry Lane returned to work after having a two weeks vacation and he says he feels fine.

H. Soter has been temporarily loaned to the Shops and is a real watchman at the 54th Street gate.

Division One is now having a modern surface grinder installed, so superior to the old one that S. Landreth is already counting how many extra pairs of wheels he can turn out in a day.

H. W. Shenton's wife passed away Sunday night at the California Lutheran Hospital, after a month's illness with blood poisoning. He has the sympathy of all employes at Division One.

DIVISION TWO

We hear that Extra Street Inspector H. T. Brown is trying to buy Ernie Sayre's old bicycle, just so he can at least catch Runyon and the emergency truck before the job is finished. Seems as though the last two important jobs were cleared by Runyon before H. T. arrived and we know he is too awkward for roller skates, but the bike might help him. Think Sayre rode this same bike to the World's Fair in 1893.

L. H. Scudder and family spent an enjoyable week-end in the town of Orange just renewing old friendships with former Fresno residents.

T. G. Hubbard has been transferred from Division Three Days to Department Two and at present is doing his part at Vernon Yard. He has a real tanned complexion now.

Strange things still happen, but W. J. Jones, Watchman at Department Two says when an injured man claims he is a friend of yours and you don't even know him, that's a step too far, so he sent him to the Georgia Street Hospital.

DIVISION THREE

G. Atkins, A. Hamberg and G. Trenier had a great big fishing trip. Reports are that George Trenier guarantees to catch and clean all the fish any one wants. Get your order in early boys.

A little more or less paint on some of the cars doesn't mean a thing to the boys who clean them here. They make them look good just the same.

Dad Truitt has moved to a swell little apartment. Some class but he is entitled to enjoy the best.

DIVISION FOUR

James Inman and family spent Sunday the 18th, driving to Lancaster and doing a little rabbit hunting on the old stomping grounds. Jim says there are plenty of rabbits there.

Mrs. Jackson, the Forewoman, has returned from a week's vacation spent around home.

C. Parker and family expect to leave July 1st for two weeks vacation to be spent in Sacramento and Oakland.

Mr. and Mrs. H. Watts spent four days up on the Kern River doing a little trout fishing, but the report was the water was too muddy for good fishing. Better luck next time Henry.

We notice Foreman J. W. Melvin has new tires on the auto, so it can't be long now until he hits the road.

T. Watts and wife spent the 24th and 25th of June up in the mountains fishing and the catch was very good. Tom says he caught 22 fine big trout the first day. Oh boy! don't we all like mountain trout?

DIVISION FIVE

Ed Hess, at the top of the vacation list, plans to spend his time at Oakland and San Francisco.

Fred Dudley next in line takes his family to Tamarack Lodge.

Andy Duncan's wife is on a two months trip to Canada and Andy comes to work in his car and all dressed up. Just why, Andy?

Walter Alport and friends shared their fisherman's luck with the boys here to the tune of 17 barracudas.

When you receive this copy Ernie Shaw

will be on his way to Sequoia National Park where he will spend his vacation.

C. F. Lamb has returned to work after a long illness. Says he feels fine.

D. Yates is back at work after his vacation and feels rested.

C. P. Hawthorne is on vacation just to enjoy the sunshine.

If anyone has some mules they want broken to ride, our Night Assistant Foreman, O. E. Lund is the man for the job. He's good. Ask any of his neighbors.



H. I. SCHAUBERT

The deepest sympathy of the Track Department is extended to the family of Frank South, Sr. who died suddenly on Saturday morning, June 24th.

Frank Griffith spent his vacation this year in making a trip to Seattle. A picture is on exhibition in Vernon Yard showing Frank overseeing the salvage of a stranded schooner.

Mrs. Ambrose, of the Engineer's Office, visited relatives in Utah during her vacation.

Fred Mellentin has returned to work following his recovery from a recent injury.

Pre-war employes of the Main Office will remember Tom Donahue, who paid a visit to the Yard the other day.

A. Medina, who recently underwent a minor operation on his throat, had to return to the hospital for further surgical aid.

Jim Maloney and his gang cleaned girder rails last month. They removed about six hundred pounds of scrap metal from the track and found two hundred and thirty tokens.

The Enoch Mackie vacation is over and he has returned to work full of energy and ideas.

Although all members of our Claim Department staff have proven to be very efficient, it seems that Kelley Holmes particularly requests that his business with them be conducted by a person named Evans.

Have you seen "Hitler" Hefington lately? No, his wife doesn't approve of it either, and promises an application of fly paper at the earliest opportunity.

Jack Baldwin is NOT a millionaire. He just wore his good clothes while making vacation relief for Jimmy Taller.

A new variation of "the big one that got away" was furnished by Fisherman Frank Putnam, who claims to have caught a fourteen pound halibut from the wharf at Manhattan Beach. His story is that after safely landing the monster on the wharf, he went after more bait and returned to find his prize had disappeared. Not bad, Frank.

Picture the form of Patrick Connolly surrounded by, and receiving the thanks of, a group of grateful women, after Patrick had opened an obstinate lock for them on the gate of their synagogue. Yep, this country has sure gone Democratic!