

TWO BELLS



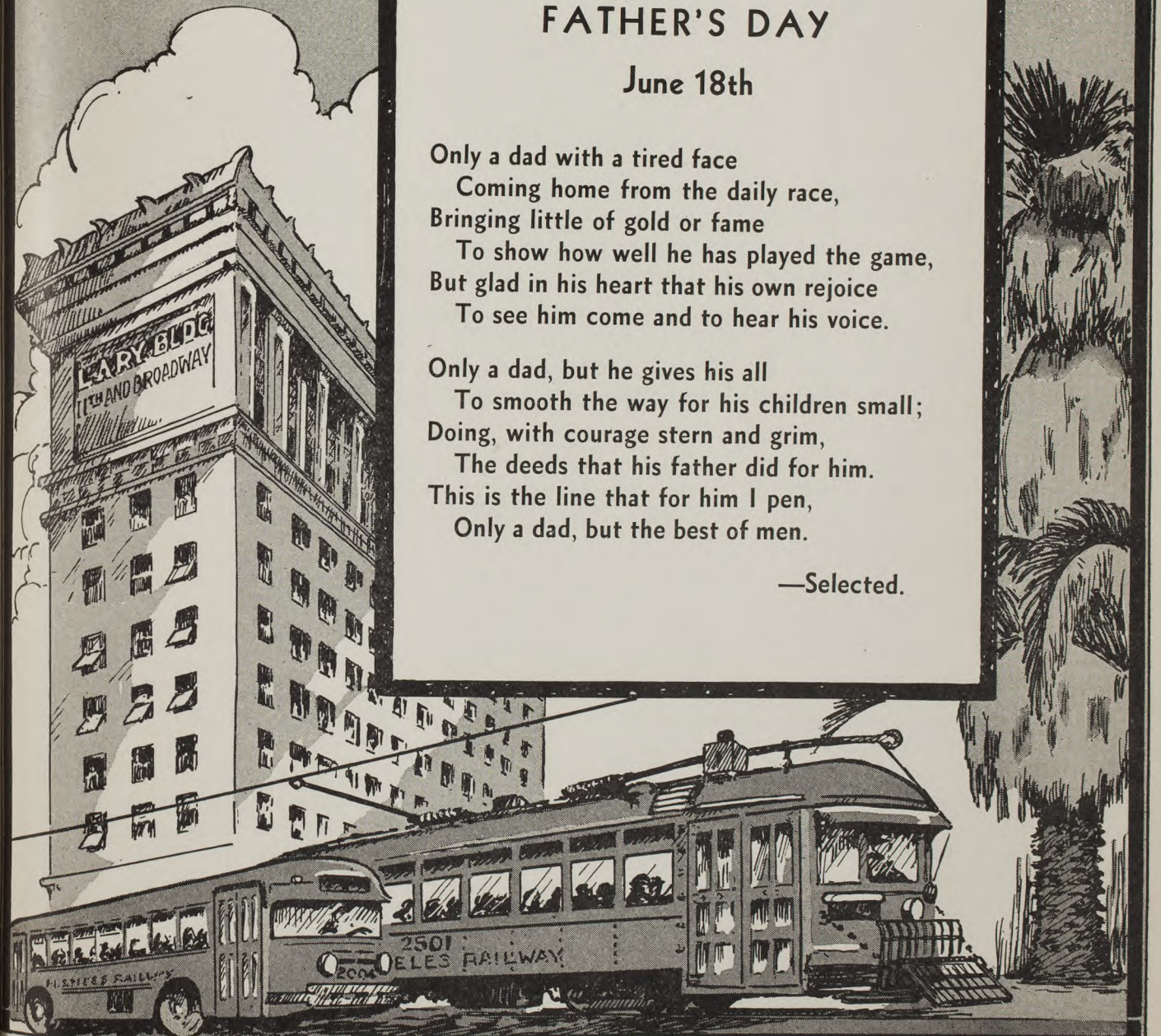
FATHER'S DAY

June 18th

Only a dad with a tired face
Coming home from the daily race,
Bringing little of gold or fame
To show how well he has played the game,
But glad in his heart that his own rejoice
To see him come and to hear his voice.

Only a dad, but he gives his all
To smooth the way for his children small;
Doing, with courage stern and grim,
The deeds that his father did for him.
This is the line that for him I pen,
Only a dad, but the best of men.

—Selected.



Independence Day

WE are prone to forget the origin of our holidays. The Fourth of July, or Independence Day, is our greatest national holiday. It marks one of the most important events in our history, the adoption of the Declaration of Independence.

About a year after George Washington was given command of the colonial forces, Thomas Jefferson wrote the Declaration of Independence and it was presented to the Continental Congress for approval. The congress made a few alterations and finally on July 4, 1776, adopted the Declaration.

The actual signing of the Declaration, however, did not take place on July 4th, as is commonly supposed. It was engrossed on parchment and was signed on August 2nd by the members of Congress who were present at the time.



Flag Day

WE celebrate Flag Day on June 14th because 156 years ago that day the Continental Congress decreed "that the flag of the United States be thirteen stripes, alternate red and white; that the union be thirteen stars, white in a blue field, representing a new constellation."

It is fitting that on Flag Day we should consider those things for which the flag stands. A flag itself may be nothing but a piece of cotton bunting. It could be thought of only as something to look at; even so, the flag of the United States is beautiful, but there is far more than mere outward beauty in our flag.

The flag is a symbol. May it continue to be the symbol of those high ideals toward which all of us are striving, each along his own path. Only when it is the symbol of the best in all of us can it hope to be a true symbol of a great nation.

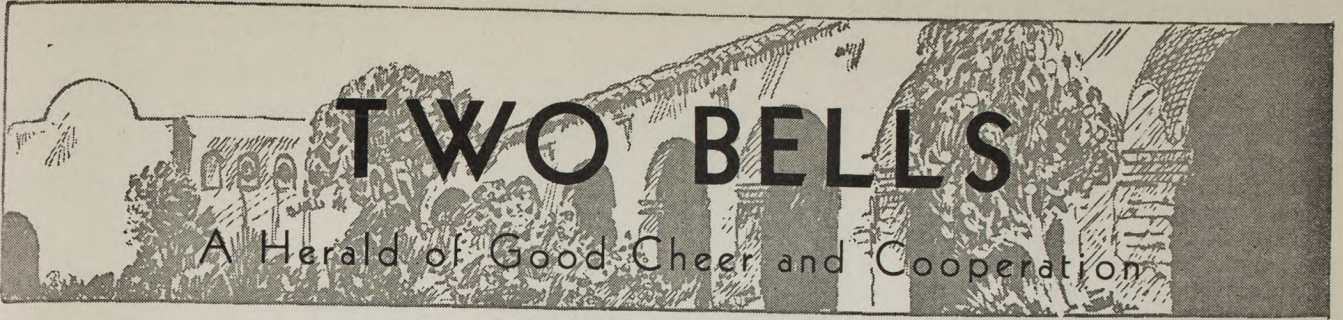


Give and Take

*Sing, and the world's harmonious,
Grumble, and things go wrong;
And all the time you are out of
rhyme
With the busy, bustling throng.
Kick, and there's trouble brewing,
Whistle, and life is gay;
And the world's in tune like a day in
June
And the clouds all melt away.*

*Smile, and the world smiles with
you,
Knock, and you go alone;
For the cheerful grin will let you in
Where the knocker is never known.
Growl, and the way looks dreary,
Laugh, and the way looks bright;
For a wholesome smile brings sun-
shine, while
A frown shuts out the light.*

—Selected



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JANET C. McNEILL

Publicity Manager and Editor

Important Message to Every Trainman

By E. R. DYE
Operating Superintendent

The attention of all trainmen is particularly called to letter from a member of our Legal Department to S. A. Bishop, General Claim Agent, quoted below, and especially is your attention directed to that portion of the letter which emphasizes the necessity, as a matter of protection to our company, of procuring names and addresses of everyone who may be in the vicinity of an accident.

It frequently happens that accidents which at the time of occurrence appear to be of little seriousness, develop into the most aggravated cases our Claim and Legal Departments have to handle, and it is the duty of every trainman whose car may be involved in an accident to follow out the rules as outlined in our Rule Book and procure not only the names and addresses of as many passengers on the car as possible, but also the names and addresses of all persons in the vicinity.

The only protection our company can possibly have is the protection provided by our trainmen at the time an accident occurs.

May 27, 1933

Mr. S. A. Bishop,
General Claim Agent,
Los Angeles Railway Corporation,
Los Angeles, California.

In Re:

Smart v. Los Angeles Railway

Dear Mr. Bishop:

I wish to invite your attention to the above case. This was set down as a jury case but plaintiffs did not put up jury fees and it was tried as a non-jury case, fortunately, as it turned out. Plaintiffs produced five eye witnesses to the accident, of whom we knew nothing whatsoever. Two of these witnesses were riding in an auto-

mobile stopped directly behind the street car.

The conductor stated that he knew there were two men in an automobile at that point. One of these men, it turned out, was the principal organizer for the plaintiffs and was instrumental in securing some of their other witnesses. Obviously, if the conductor had obtained their names we could have had statements from these men at the outset and probably have prevented this situation from arising. On our behalf, we had only the train crew and one other employe, together with three disinterested witnesses.

Of the three disinterested witnesses, only one saw the whole accident. Under the circumstances, we were very lucky indeed that plaintiffs waived a jury because before a jury, I am satisfied they probably would have recovered. I think the Court was not impressed by plaintiff's testimony as in certain respects it was very obviously framed.

My reason for inviting your attention to this case is that I believe someone should instruct the train crews to secure the name and address of everyone in the vicinity whom they possibly can contact, regardless of how trivial the case may seem at the outset. This especially applies to the drivers of vehicles, as I find in the trial of these cases that many adverse witnesses state they were driving behind the car or were stopped at some cross street or in the immediate vicinity in a vehicle of some sort.

In this particular case, I don't

suppose the motorman or conductor thought anything would come of it and, in justice to them, they made splendid witnesses on the stand, but I think this case could be made a good example of how the most seemingly trivial claim can develop into a serious proposition and if it can be brought to the attention of the proper persons with a view of instructing the train crews to be more careful in the securing of witnesses we are less likely to be up against this in the future.

E. H. CHAPMAN,
GIBSON, DUNN & CRUTCHER.

Haskins Honored

The President of our company, S. M. Haskins, was elected President on June 5th for the ensuing year of the California Electric Railway Association at its annual convention in San Francisco.

Service to National Air Races

The National Air Races for 1933 will be held July 1, 2, 3 and 4 at Los Angeles Municipal Airport, westerly of Hawthorne. The program includes both day and night events. Los Angeles Railway will render special service to these races.

The "Air Races Express Coach Line"—fare 25c, no transfers—will operate from Pershing Square via Hill, 8th, Hope, Washington, Figueroa, Prairie and Imperial Highway to and inside the Airport, taking passengers directly to the grandstand.

A combined car and coach service, with the total fare 20c (15c on the cars and 5c on the coach) will also be operated. The "Airport Local" coach will operate along Imperial Highway, between Hawthorne Boulevard and the Airport.

Trainmen Get Acquainted With General Claim Agent Bishop at Meets

The most important news event that has happened in a long time was the Division Meetings May 23rd to May 26th, inclusive. For the first time since he has been with the Company, which is just a year, trainmen had the opportunity to meet and get acquainted with S. A. Bishop, the General Claim Agent of the Company.

Mr. Bishop is a newcomer to the Los Angeles Railway but is an old timer in the street car game. The various Superintendents acted as host at their Divisions and Mr. Dye opened the meetings, introducing Mr. Bishop.

Mr. Bishop spoke with the simple directness of one street car man to another. "It's a get acquainted meeting, boys," he said. "I want to give you an idea of the problems of the Claim Department and how we go about solving them and I want you to give me your confidence and to always know that you will receive fair treatment at our hands.

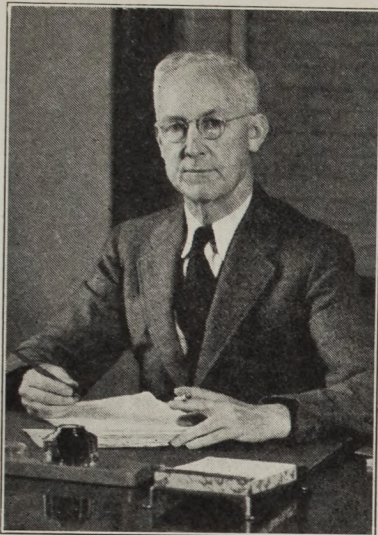
"I have been with the Pacific Electric for 25 years," Mr. Bishop continued. "Ernie Dye here calls me a two-timer because he says I hold two jobs. But the fact is, I have two part time jobs, half a day with the Los Angeles Railway and the other half day with the Pacific Electric, the result of an economy program on the part of each company.

"It's a bit confusing, sometimes. Not long ago a yellow car and a P. E. car collided at an intersection. I was in my P. E. office and I telephoned over to Mr. Conrad how it all happened. I got twisted in trying to be loyal to both employers and I said 'We hit us in the center'.

"The two companies have practically the same fights to make—we are always defendants—always in the courthouse because we are summoned there by complaints.

"Our purpose today is to get acquainted with the men who do the real work of the Railway. The man on the car is the Company's representative and practically the only one the people have any contact with. The Company stands or falls by your representation.

"I was a platform man 39 years ago—I was a conductor on the Market Street Railway. I wanted to be a motorman but the Superintendent thought a fellow could not be a motorman unless he was a husky, so I was put on as a conductor. I know what a conductor is up against. I know



S. A. Bishop

that he has to contact and satisfy the lame, the halt, the blind and the deficient.

"After 18 months, I finally graduated to the front end. I thought I was going to have a snap but found that I had jumped out of the frying pan into the fire. All this experience has been valuable to me as a claim man and I can sympathize with you.

"If a fellow likes to do what he is occupied in doing, he will do his work well and if he lives right and thinks right, he is bound to get somewhere.

"I want you to get this—there is no more sympathetic place for you to go than to the Claim Department. The fairest thing for any man to do is to come in and tell us if he has made a mistake and give us a chance to clear him and the Company. It's a mistake to put up an alibi to clear yourself. If a man comes clean, we may be able to clear him and save the Company."

Mr. Bishop closed his remarks by saying: "I promise you men fair and sympathetic treatment from the Claim Department. I will be pleased if I accomplish even in a small way what I came here for today and that is to get acquainted. I want you to know that this Company has put a man at the head of the Claim Department who knows the street railway business and I trust that you may regard me as an experienced conductor, motorman and Claim Agent."

R. B. Hill and John Collins followed Mr. Bishop with short talks.

Engineering Department Complimented

The Engineering Department has been highly complimented from a number of sources on the expedition with which the rebuilding of the West Adams tracks was done. This job was completed in exactly fifteen working days.

The company aims to do its reconstruction work with as little inconvenience to the traveling public as possible and it is a pleasure to have the public recognize its efforts.

The following letter was received from Mr. Paul D. Howse, a Director of the Electrical Products Corporation:

May 22, 1933.

Los Angeles Railway Co.,
Los Angeles, California.
Gentlemen:—

I want to compliment you on the very efficient manner in which the relaying of grooved rails and rebuilding of your track is being conducted on West Adams Street from Western Avenue west.

It has been my lot to observe work of this type during many years' residence in Los Angeles and Chicago and I do not know of any job handled with as little inconvenience to traffic and as efficiently as this work is being done.

Sincerely yours,
Paul D. Howse.

Mrs. Ferguson Mending Rapidly

Mrs. George E. Ferguson, wife of our Old Timer Superintendent of Division Three, returned home from the hospital a couple of weeks ago where she underwent a major operation. Mrs. Ferguson is getting along fine according to latest reports.

Are You Planning a Trip?

Please remember when planning to take that trip by steamboat, train or stage, that we have a Travel Bureau right in the Main Office Building which will take care of us at the lowest rates possible to be given.

Mr. Ferguson of the D. W. Ferguson Travel Service, 1052 South Broadway, sent us a note to the effect that now is the time to take that trip as fares never were so low as at present. If you will call and see him or phone him PProspect 9042, he will be glad to give you any travel information you may wish.

Snyder Party in Trip to Camp Seeley

A trip to the wide open spaces at any time puts renewed "wim, wigor and witality" in a person who is cooped up day after day in office work, and it will not be amiss, to say the least, that several of our uptown office force put renewed energy into their work beginning the week of May 5th.

Chief Organizer Wm. Snyder, who, by the way, supervises the supervisory forces, bragged so much about a recent trip to Camp Seeley in the San Bernardino Mountains that several of his friends insisted that he guide them on a week-end trip to that well-known resort. Bill, in the opinion of all present, did not exaggerate in the least. Instead they all concurred in that it was an ideal spot to breathe good air, drink good mountain water and relax, even if only for a few short hours.

The party arrived about 4:00 P. M. and soon were settled in the cozy cabins that are furnished at a very reasonable rate by the City of Los Angeles Playground Department. The ascending smoke from these domiciles denoted that grub would soon be on the table, and did the food taste good? There's nothing like mountain air out in the open to stimulate one's eating apparatus.

The spacious lodge was placed at the disposal of the party, and did the grown-ups play the childhood games of years ago? Lots of pep was in evidence, and the laughter evoked by

the antics of some of those grown-ups was better than all the medicine in the world. Picture Billy Snyder in hot pursuit of Ernie Dye, Bill Mott or Bill Payne, carrying a cudgel fashioned from a tightly rolled newspaper, and when contact was made it caused the man on the receiving end to put on more speed. The ladies and men all got their share of the whacks on the cranium, and the speed developed in lots of those creaking joints was amazing. Ernie, with his better half in hot pursuit, failed to make one of the turns, and skidded into a bunch of chairs and tables but recovered with but few bruises. Some of the others fell over their feet in the relay races, but all had lots of fun.

Sunday was spent in hiking, horse-back riding and lounging around the camp, and it was with reluctance that the homeward trip was begun late in the evening. All rated Fred Featherstone, who is in charge of the camp, an ideal host, and he left nothing undone for the comfort of those who were in the party. It is to be hoped that a return trip can be made in the near future.

Those who composed the crowd were: W. H. Snyder, his wife and three children; Miss Edna Latch, Wm. Payne and wife, Wm. Mott, wife and two children; Mr. and Mrs. Daniels and daughter; Miss Vivian Fleming, Miss Rhodes, E. R. Dye and wife, Geo. E. Ferguson, wife and son.

Recappe Takes Overland Trip

Charles F. Egan, of the Schedule Department, has received a letter from his chief, Louis A. Recappe, who is on his way to various points in the south and east on an extended vacation. He and Mrs. Recappe left Los Angeles in a brand new Model V-8 Ford. Their ultimate destination is Mrs. Recappe's old home in Kentucky.

They routed themselves through Arizona, as Mr. Recappe wanted to have a visit with J. G. Owens, Superintendent, formerly of Division Five and now recuperating in Arizona. In crossing the desert, the Recappes ran into a bad sand storm which apparently took the paint off the new Ford, but when she was washed up at the next town, the paint came out as bright as new.

Mr. Recappe's letter contained a special message to George Bruffett, to the effect that he had tried to catch a horned toad for George but the toad was too fast for him.

Evidently by the letter the Recappes are having a good time and a wonderful trip. Oh, yes, the letter mentioned the fact that the price of gas was 12 cents per gallon but was silent concerning the price of good old Kentucky bourbon.

Crossing Renewed

The crossing at the intersection of Fifth and Main Streets has been renewed by the Engineering Department.



S. A. Bishop, General Claim Agent, speaking to meeting at Division One. In the front row we see R. B. Hill, John Collins, Dick Hilf and E. C. Williams.

The Why of Kicks We Get

By JOHN COLLINS
Supt. Meter-Mileage Department

One of the things we must recognize today is that change and growth and reaching out from the familiar to the undiscovered, or the untried, is the plan or pattern by which we must work. Change may take place quickly and be easily recognized. Growth, being more gradual, is harder to perceive.

The installation of meters on the cars caused a change in operation which required but little effort to follow in an endeavor to prevent waste. It was a change from the wrong to the right way of doing the work.

There is another very important change that some men should make. While it has only an indirect bearing on power saving it has a decided effect on the welfare of the company in general. This is the way some men answer questions and give information to our patrons.

In many cases the answer a man gives to a question not only borders on discourtesy, but it has absolutely no meaning for the person wanting the information. People feel that they can rely on our trainmen to guide them but some of you leave them bewildered.

Our patrons, or prospective patrons, should be made to feel that the whole organization is out to serve them and look after their safety and comfort, and that you are the representative on the job.

A man's attitude on the job reflects his interest in the welfare of the other men on that job.

People who know where they are going and how to get there, do not ask for this information. In answering questions, therefore, consider the person you are talking to as a stranger who is not familiar with the car lines, streets, or even the directions, but who is trying to find out.

There is a far greater difference in the way men answer questions than there is in the way they operate their cars.

Different lines present different problems. For example, people going to Temple Street board a northbound "F" car and are unloaded at Third and Los Angeles Streets instead of at Third and Main. Many people board Line "2" cars, south of Temple, who wish to go to Seventh Street and then are unloaded at Fifth and Olive and told to walk back to the corner they just left.

Out of several cases I have noticed here are four outstanding illustrations

which will give a man, with intelligence enough to operate a street car, a working foundation which should enable him to avoid similar situations.

A girl boarded a southbound "O" car at Tenth and Main and asked the operator if he went to Thirtieth and San Pedro. The operator said no, to take a car going north and transfer at Seventh. A "B" car was following us. The operator's attention was called to this. Then he gave directions in fewer words which could be followed with less effort, less confusion and with greater safety.

While standing at Third and Broadway I noticed a lady ask a question of a conductor on a southbound "9" car. The conductor was courteous and the lady seemed satisfied. She stepped back to watch signs on other cars. After she let cars of different Broadway lines pass I asked her what car she wanted. She said: "I want to go to the General Hospital and the conductor on one of the cars told me to take on 'O' car, but they don't seem to run very often." The conductor should have told her where to get the "O" car, and the direction even if he had had to indicate it by the use of his hands.

A woman boarded a southbound "2" car at Temple and said: "Do you go down Broadway to Seventh?" Operator answered: "No." Economy of words, but bordering on discourtesy. The woman started to ask more questions as to the right car to take, causing a delay which could have been avoided by telling her to take a "10," "W," "5" or "6" car.

A Line "2" car, westbound at Fifth and Olive. A woman on the steps asked the operator if he went out Fifth Street. He answered: "To Flower." She, not knowing where Flower was, stayed on the steps. Finally she said: "I want to go just beyond Westlake Park." Then the operator said: "No." Lady said: "I do, too!" Then, as signal changed to Stop, she got off the steps but in her confusion she held on to the hand hold. A driver for the Yellow Taxicab Company, who was sitting in the front seat on the car, growing tired of the argument said: "Wait here, lady, and take a number '3' car." Anyone watching the expression on that lady's face could see that the operator had led her into a state of confusion, perplexity and possible ridicule which was all cleared away by the intelligent directions given her by the taxicab driver.

Scout Troop No. 45 In Overnight Hike

The boys of Scout Troop 45 went on another over night hike to Pacoima Dam last month. Although a few of the Scouts will have to take their knife and ax tests over again the trip, as a whole, was very successful.

We went up on Saturday afternoon and came back Sunday afternoon. On the trip back we hiked about seven miles over the mountains while the cars went around to the dam to meet us. At one place we were crossing private territory when a man came out to beat up the Scout Troop for trespassing. Our two diplomats, J. L. Kline and R. W. Bower, talked us out of this mess and we went on our way. For once J. L. Kline hiked all the way. Usually he rides or persuades a few of the Scouts to carry him.

After dark Saturday evening two women came into the camp next to ours. Mr. Lair was the first to make their acquaintance. He ordered some of the boys to set up their tent and start a fire for them. He also instructed the Scouts who were on guard duty to be sure and not let the bears get these ladies.

Early Sunday morning Mr. Lair ate his breakfast and was the first to pay his respects to these neighbors. When we returned from a short hike we discovered him eating another breakfast at the nearby camp. Later in the afternoon we were informed Mr. Lair was the last one to leave this camp.

LYNN WEBER AND BOB BOWER,
Reporters.

Chess

On Monday evening, June 5th, the Los Angeles Railway Chess Club played the Riverside Chess Club, an aggregation of chess-minded Riverside citizens. The games were played at the Broadway Club. The eight picked to match the Riverside boys were: Clyde Fly, A. M. Reid, J. R. Robert, C. E. Tatum, B. H. Eaton, Leland Dye, Walter Whiteside and J. H. McCornack.

The Lary players and the chess club of the Automobile Club will stage a Class B tournament on June 12th.

The Chess Club has added several new members: C. Brinkman, E. R. Graham, E. A. Laycox, J. R. Robert, A. M. Reid, C. E. Tatum and Bert Schaubert.

Deep Sea Fishers Get Salty Bath



These are not sea-gulls perched on a rail, although they might have wished they were ducks a few minutes before, but part of twenty of our best fishermen mechanics (or mechanical fishermen), without including Jimmy Deam, who composed the passenger list of the good ship Rex, which was chartered and scheduled to take them on a fishing trip to San Clemente Island and not to Davy Jones' locker.

P. Marsh, B. Gratz, B. Fairbanks, F. Nolf, H. Gilfillan, J. McDonald, J. Savage, F. Ralphs, L. Ralphs, T. Casey, Bill Wilson, M. McNally, E. Penn, Vincent Coenen, J. Summers, J. Marvel, E. Wetzler, Butch Sullivan, E. R. Sullivan and H. Patterson of the 16th Street Garage left Long Beach on Saturday night of the 13th for an all-day Sunday fishing trip.

They were well equipped with bait, tackle, eats and drinks, including water. On account of rough seas Sunday morning found those who could eating breakfast about a mile from Catalina. This looked like a good place so they decided to fish there. Everyone was up early, including John Marvel and Floyd Nolf, who for one reason or another forgot to go to bed. Floyd was severely chided for having a weak stomach but maintained that he was throwing it as far as the rest of them.

So out with the poles for bigger and better fish, when bang—the formerly good ship Rex hit a rock and turned over on her side. Bill Wilson, B. Sullivan, J. Summers, Bob Coenen and E. Wetzler were catapulted overboard, along with Jack Savage's ham and eggs. The water was cold and their clothes were heavy. Excitement ran high. Summers and Sullivan couldn't swim. Bill was tangled up in fish lines and Bob was trying to get out of a leather jacket. Jack Savage made

a perfect throw with a buoy as Jimmy's glasses were leaving the sunlight and all were hauled to the hull, where life preservers were passed around—that is, you passed the next one after you had one on. A signal flare was put up and a coast guard cutter ended this fishing voyage.

Steenrod Back on Job

We are glad to learn that J. E. Steenrod, Clerk in the Superintendent of Equipment Office, has returned to his duties again after being in the hospital for some time.

Speaking' of Operations

On returning from a short vacation at the California Hospital your scribe found that our Commander was spending a couple of weeks at San Diego and our Finance Officer was just starting for Good Springs, Nevada for a couple of weeks of rest. So, except for the dance next Saturday night, which will have taken place by the time you read this, there is nothing to chronicle.

I believe, myself, that the Ladies' Auxilliary is going to be so busy during the month of June that the Veterans were afraid of the competition as, outside of the dance, there is nothing on the program.

Don't forget to see Two Bells next month. Full details of the picnic to take place in July will be in the July issue.

Two Bells will not allow enough space for me to tell you about my operation, so for full particulars see me at the picnic in July.

J. A. MADIGAN, *Adjutant.*

Foreman Madigan Recovers

J. A. Madigan, Foreman of Division Five, has been back at his post for two or three weeks after vacationing for quite a spell in the California Lutheran Hospital. All anyone has to do to learn the details is to say: "Speaking of Operations—" and Jim is off. Joking aside, his friends are all glad he has recovered and is back on the job once more.

In New Quarters

The Employment Division of the Personnel Department has moved into Room 509 of the Main Office Building. This Division has been in Room 512 for some time past. The telephone station is the same as that used in the old location, Station 94.

Women's Auxiliary Flourishing

What better news can you ask for than this: We have increased our membership over fifty per cent since our first meeting night, April 26th.

Now I know there are just lots of ladies who want to join up with us and enjoy the jolly good times that we are having and to help materialize our plans for the future, so why not send in your application for membership to Mrs. Esther L. Williams, Secretary, 4904 Lincoln Ave., Los Angeles? The wife, mother, sister or daughter of any veteran of any war is eligible for membership.

Our first public appearance will be on the night of June 21st at the Patriotic Hall. On this night the Veterans Club is going to install our officers, and I can assure you that something NEW in the way of entertainment is being arranged for you. Don't miss the SHOW, folks.

To date most of our new members are from Division Five. We have heard from Division Three, but what is the trouble with the others? Ladies of Division One, are you going to be outnumbered by Five? And you of Division Four, The Line Department, Substations, Motor Coach Division and the Main Offices, let us hear from you-all.

Our next meeting will be held on June 20th at 8:00 P. M., Taft Hall, in the Patriotic Hall. This is a call to arms, ladies. Will you not respond?

ESTHER L. WILLIAMS,
Secretary.

Receives Order of Purple Heart

The World War is slipping slowly into the dim past but the noble deeds of the American doughboy in France are constantly refreshed in our minds by the War Department in recognizing the individual valor of those who participated in the actual engagements of the great conflict.

On May 24th, George Pratley, a conductor and operator of Division Four, was awarded the Purple Heart Medal for Military Merit.

It will be interesting to note that Pratley apparently has only two hobbies, soldiering and street car-ing. Though he hails from Dallas, Texas, Pratley served hitches in the Texas National Guard and in the regulars before entering the service of the Dallas Street Railway where he was assigned to the front end. That was in the early part of 1917.

The powers of Europe had been at war almost three years and it was obvious our country would soon be in it. April came and George resigned to enlist in the 19th Infantry at Fort Sam Houston in San Antonio. A month later war was declared and in September, 1917, Corporal George Pratley was transferred to the 359th Infantry, 90th Division, to instruct the men in bayonet work.

In April, 1918, the 90th went overseas. Sergeant Pratley was performing each duty the best he knew how. A brief training in France and the Division was hurried to the front. For months they participated in checking the German advance, went over the top in the Saint Mihiel Drive and participated in holding back a smashing German drive between Saint Mihiel and the Meuse-Argonne. October found Pratley and his men at the edge of the Argonne Forest. The fighting was terrible. Shrapnel and gas were taking an astounding toll in the Yankee sections. In the latter half of the month the Germans seemed to reinforce their attack. The doughboys were giving them an equally violent answer.

October 26th a bleeding, battered sergeant was hustled into an ambulance and rushed several miles to the nearest railroad. Pratley had fought his last battle. The ambulance ran into a gas stricken area. The driver was wearing a gas mask. Pratley's mask was shattered and useless. He ordered the driver to stop and he adjusted the masks on two comrades who were lying helpless on litters. Pratley was severely gassed.

Three days later, in the base hospital at Meves in the Toule Sector, Sergeant Pratley lapsed into uncon-



Conductor George Pratley of Division Four.

Inset: Decoration of the Order of the Purple Heart.

sciousness and came to on December 3rd, thirty-four days later. On May 19, 1919, he was brought home.

The Order of the Purple Heart was originally designed by General George Washington and was only recently revived in connection with the Washington Bicentennial. It is given for wounds in action or for citations for bravery and is among the most prized of decorations.

Pratley has been a Division Four trainman for nearly ten years now. His excellent record indicates that he works as he served his country—doing each task the best he knows how.

Night Ball

Captain George Oliver piloted his All Stars through the month with three wins and one loss. The Southern Pacific Club put on a slug fest and took the first game of the month, 12 to 8. The boys came back strong with a decisive win over the May Drug Co., 16 to 5, and in a no-hit-no-run game of spectacular playing let the Whittier Athletic Club down to the tune of 8 to 0. The Modern Woodmen were their next victims in a splendid game which they won 4 to 7.

The boys play every Friday night on the Manchester and Hoover diamond and are well worth watching.

Canadians

Post No. 10 of the Canadian Legion extends a cordial invitation to all members of the Los Angeles Railway family to attend an open meeting on Tuesday, June 20th, at 8:00 P. M., in the Main Auditorium of Patriotic Hall, 1816 South Figueroa Street.

The Los Angeles Fire Department will provide the entertainment which will be exceptionally good.

There is no charge, and all are welcome.

D. H. JOHNSTON,
Commander.

P. V. Mann Much Improved

P. V. Mann is home from the California Lutheran Hospital where he underwent a major operation. He is still on crutches but coming along fine. Louis Larson of Division Five is caring for the Lost and Found Department in Mann's absence.

Division Three Topnotcher

Division Three surged to the top in May for average witnesses per accident. This is the first time since July, 1932 that Division Three has captured the coveted first position. Division One increased its average substantially also, but Divisions Four and Five fell way below their April averages.

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

April		May	
Div. 4.....	5.43	Div. 3.....	6.21
Div. 5.....	5.22	Div. 4.....	5.07
Div. 3.....	5.03	Div. 5.....	4.50
Div. 1.....	3.90	Div. 1.....	4.31

The number of accidents increased in the month of May to 912. In April there were 857.

The average witnesses per accident for all Divisions in May was 4.92.

Commendations

Commendations decreased in May with a total of 28, while there were 35 in April.

The number of men commended at each Division in May is as follows: Division One, 6; Division Three, 8; Division Four, 8; Division Five, 8.

Foremen Discuss Automotive Mechanics

The regular foremen's meeting of the Mechanical and Garage Departments was held on May 13, 1933. The meeting was opened by C. B. Lindsey, who gave a general outline of topics that were to be discussed. During his remarks he gave some very interesting comparisons of present day maintenance methods and those used when the automotive transportation industry was in its infancy.

D. J. Sullivan, who is in charge of the test work at the Garage, was the next speaker. He commented on tests and technical conditions observed in general, by use of the Garage laboratory equipment. He explained how the gas engines are constructed in the combustion chamber, and showed by miniature diagrams the cause of the "detonation" and "pinging" of gas engines.

Foreman Ray Anderson talked upon the subject of Gasoline Motors, explaining the mechanical reasons why certain grades of gasoline functioned much better than others, also the effects of heat and cooling systems of various types of gas engines. He stressed the necessity of keeping engines thoroughly cleansed and emphasized that the supply of air mixtures going into the combustion chamber of any gas engine should be properly screened so that foreign substances could not enter.

Walter Dewhirst, Machine Shop Foreman, talked upon the subject of Brakes. He emphasized the necessity of having efficient brakes on any piece of automotive equipment and, by using some sketches, explained the various structures of brakes and the required adjustments necessary for proper functioning.

By the use of a jig, the brake shoes are turned to the true diameter of the brake drums before the relining process is completed. This is a very important factor in keeping the braking power properly distributed over the entire braking surface.

Doyle Rishel, General Foreman at the Garage, discussed the design and construction of the modern automotive chassis and drive. He pointed out that one of the main features is the proper design of the frame to withstand the extreme strains that are prevalent in the use of the present day automotive equipment. The proper alignment of the front wheels is required to avoid stresses on steering operation, and unnecessary tire wear.

Mr. Rishel explained some of the requirements in the proper maintenance of transmission and the trans-

mission of power to the rear wheels. Also, that proper lubricants should be used on all moving parts. This can only be accomplished by repeated inspections and improved qualities of oils and greases.

Dan Sterling, Afternoon Foreman, gave a very interesting talk on Resourcefulness—the necessity of quick thinking on the part of a road mechanic to keep a piece of equipment on the road. He said there are many instances when an operator is faced with an equipment failure which may be repaired temporarily to avoid an unnecessary delay in service. He gave some vivid examples experienced by some of the road mechanics.

George Borngrebe, Night Shift Foreman, spoke on the various methods used in curtailing maintenance expenses. He explained that this can

only be accomplished by making a persistent study of items, such as saving in gasoline consumption in "warming up" motor, tires, yard lights, etc.

Frank Rowbottom, Chief Clerk, read a very interesting paper on the subject, The Economy in the Modern Home. He compared the assets and liabilities of the common home with those of the modern factory or industry.

Henry E. Jordan, Superintendent of Equipment, closed the meeting by announcing the subject for the next regular meeting, which will be in the nature of suggestions and requested every member to bring at least one or more of these suggestions to the meeting.

F. T. BURCHETT,
Acting Secretary.

Square and Compass Doings

What an evening! On the balcony of Boos Bros., Coffee Shop at 319 W. 5th Street we partook of the most delicious chicken dinner ever served us. The dinner and service was par excellent, and, are we going back? Yes siree, at 7:00 o'clock Saturday night, June 17, 1933. See Bulletin for further details.

Of course Brother "Herb" Peterson was furnished special equipment for preparing his food, but it was done so well and tender that he found it was necessary to use the food grinder for the crackers only. And for some reason Brother Dan Healy ordered extra tools for which provision was made, but apparently his fighting blood had to be satisfied that night and Dan went to the fights. But after hearing about the fine dinner we had plus the splendid vodvil furnished by our faithful Brother Walter Trask, and the snappy meeting afterwards, Dan promised not to miss the next affair. Walter Trask is certainly giving us some mighty fine talent, and those of you who do not come out are really missing something.

After dinner and entertainment we had a very snappy meeting in which a lot of business was done in a few minutes time.

The affairs of the evening met with the approval of all present and they want more.

Brother Phil Klingelsmith and the Degree team are to be highly commended for the wonderful work they

are doing. Our team does not have to take a back seat for any other team in town and the club is mighty proud of it.

It is a pleasure to welcome Brother George W. Bridger, Motorman of Division One, who received his Third Degree at the hands of our team, and we hope to soon have the pleasure of receiving his application for membership in our Club.

The basket picnic is Sunday, June 11th, at Banning Park in Wilmington. It will start at 9:00 A. M. and coffee and ice cream will be furnished; also prizes for different events. To get there go south on either Main Street or Avalon Boulevard to "L" Street in Wilmington; turn left or east on "L" Street and follow Auto Club signs to Banning Park which is three blocks east of Avalon Boulevard. Place—Banning Park, Wilmington. Time—9:00 A. M., June 11, 1933. Bring your baskets filled with eats as a hungry time is expected to be had by all. The baseball diamond has been reserved between the hours of 10:00 A. M. and 1:00 P. M. and a chance for the ball players to show their stuff without interference is guaranteed. There is everything there for the kiddies to play with also, and they should more than enjoy themselves too.

Well, that's all for this time and we'll be seein' you at the picnic.

Fraternally yours,
WALTER J. BORN, *Recording Secretary.*



"The will to please, the doing of your work to the best of your ability, are important factors in assisting your Company to more prosperous times."

For (1) Conductor X. Bryan of Division Five from Mrs. D. L. McGuire for "his affable manner, kindly assistance to the white-haired as well as the fair-haired; for announcing the streets distinctly and answering questions with a smile; all tending to make street car riding easier and more pleasurable."

Conductor Bryan is also highly commended by Mr. and Mrs. Richmond for his pleasantness, his accommodating manner and his unfailing assistance to those who need it.

For (2) Conductor R. G. Monahan and (17) Motorman H. T. Parks, (no picture), both of Division Three, from P. L. Smith. Mr. Monahan is commended for his alertness in seeing that regular passengers do not miss his car, and for his courtesy and cheery "Good morning." Motorman Parke is complimented for his splendid teamwork and cooperation with Conductor Monahan and for giving warning signals before starting his car.

For (3) Motorman M. V. Moore of Division Four from Mrs. Evelyn Snyder for his very solicitous care of a "very drunk and repulsively dirty Mexican" who was a passenger on his car. Motorman Moore not only helped the man to the sidewalk when he got off the car, but made an extra trip to deliver a pick to him.

For (4) Conductor E. V. Athenous of Division One from Mrs. S. W. Welch for his universal courtesy and pleasant manner and more particularly for bringing the fare box to her seat so she could drop in her fare without having to get up.

For (5) Conductor J. E. Laws of Division Five from Mrs. Perry for very courteous treatment to herself and to other passengers.

For (6) Motorman Dave Rogers of Division One from Ralph E. Peterson who said that he dropped a school

note book behind one of the panels in the street car and that Motorman Rogers returned the book to him the next morning after having it fished out at the barns.

For (7) Conductor J. C. Phillips of Division Three from Mrs. Wilson for very courteously assisting an elderly woman who was heavily laden with packages; also for being extremely nice to a blind man; and still further for his pleasant courtesy to a very large and heavy woman who was alighting from his car.

For (8) Conductor M. J. Wallace of Division Five from Mrs. John P. Morrow for kindness, courtesy and pleasantness.

For (9) Conductor D. J. Haverstick of Division Five from Mrs. Pleza Cathcart who said that: "Through his kindness and courtesy I was saved walking a long distance when I dropped my token and had no change with me and this conductor paid my fare."

For (10) Conductor E. W. Park of Division One from Fred W. Bartsch for his courteous manner and earnest desire to please and for calling every stop in a clear, distinct voice.

Conductor Park was called "The Perfect Conductor" by Mrs. Arthur Grieb who also wrote: "He never missed saying 'Thank you' to anyone who paid his fare. He called every street in a tone of voice one could hear and understand all over the car, and in general he acted as if it were a pleasure to be on the job."

For (11) Motorman S. Ashworth and (18) Motorman J. H. McClintock, (no picture), both of Division One, from Ella G. Durgin and Herbert Wells who wished to show their appreciation of the kindness and courtesy they have received from these two operators.

For (12) Conductor C. C. Clark of Division Five from J. B. Anderson for being very courteous and alert to help any and all passengers.

For (13) Conductor T. C. Chase of Division Five from Mrs. A. C. Strom-

wall for helping an elderly, crippled lady off the car and to the curb.

For (14) Conductor R. J. Bragdon of Division Four from Aura Lea Griffith for his extreme calmness and cool-headedness in an emergency and for the very human treatment accorded an elderly woman who fell in convulsions on the rear platform of his car.

For (15) Motorman N. E. Cole of Division Four from Lena Sorenson for lending her a token for her fare when she had nothing smaller than a ten dollar bill.

For (16) Conductor I. Gasparro of Division Three from C. J. Almqvist for being very pleasant and courteous to all passengers and especially to older people.

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

For (19) Conductor A. A. Shumaker of Division Five from J. C. Whitsett who gave this conductor what he thought was a one dollar bill for four tokens. He received his seventy-five cents change and hurried into the car when Conductor Shumaker caught up with him and handed him another dollar bill saying: "You gave me two bills." Mr. Whitsett was pleased to get the money back but was even more delighted at the honesty of the action.

For (20) Motorman J. W. Treat of Division Four from S. Steiner for courteously waiting for an elderly woman to reach and board his car.

For (21) Motorman L. D. Lofton of Division Four from E. H. Moore for efficiently operating his car and for answering all questions with a smile, and assisting passengers on and off the car.

For (22) Conductor N. M. Wagner of Division Five from C. W. Grattan for his exceptionally kind, helpful and alert assistance to the writer who was hurt in a recent automobile accident and is forced to use crutches, which is made additionally difficult because

of a broken bone in his hand.

For (23) Conductor C. W. Trice of Division Three from Helen Cooper for the loan of a token.

For (24) Motorman G. V. Hopkins of Division Three from George Condon, Safety Engineer of the State of California State Compensation Fund who wrote: "I have ridden with him for many months and he has always handled the car with extreme care, paying strict attention to all safety rules of the road. I also wish to bring to your attention his courtesy to all passengers and his thoughtfulness for the aged and crippled. In my opinion you have no motorman who is more careful of the safety and comfort of his passengers than he is, nor have I ever ridden with a more courteous and considerate gentleman."

For (25) Motorman W. V. B. Sweet of Division Three from Mrs. Ray Carl for his bravery in rushing to the assistance of an old lady, thereby preventing a very serious accident. Mrs. Carl says: "He was waiting for her to reach his car when he observed a truck coming at a very high rate of speed. Realizing that she would be directly in its path he jumped off his car, rushed to her and held her until the truck had passed. He then led her to the car and assisted her on."

Mrs. L. M. Hicks also wrote in to highly praise and commend Motorman Sweet for this same incident, but she added: "If he had not done what he did at that second, the old lady would have been dead. He really saved her life at the risk of his own."

For (26) Motorman J. A. Martin of Division Three from Mrs. Ina B. McCall who wished to express her appreciation and thanks for his courtesy and honesty in promptly turning in her purse, which he found on his car.

For (27) Conductor J. T. Wright of Division Four from Mrs. John P. Morrow who wrote: "He smiled and was kind, patient and accommodating."

For (28) Conductor J. J. Buono of Division Four from Mrs. E. Mesirov for being exceptionally courteous and for kindly lending her a token when she was without money and was a long way from her hotel.

For (29) Conductor E. L. Rhodes of Division Three from Earl Bench who says: "From my observation he is a good, human, and helping conductor."

For Sale

Youngberries, delicious flavor. Drive out to corner of Walnut Grove Avenue and Mission Drive, Rosemead. E. A. Tower, Schedule Dept.



BIRTHS

Old Man Stork paid a flying visit to the home of Motorman S. R. Prancevich of Division One, and left a beautiful baby girl weighing eight and a half pounds. Her name is Rose Mary. Baby and mother are doing well. Thanks for the fine cigar!

* * *

J. F. McCarron, of the Motor Coach Division, has a bouncing baby girl at his home. She weighs nine pounds and was born April 28th. She has been given the name of Patricia Ann. Mother and daughter are doing fine. Congratulations!

* * *

Mary Josephine O'Connor was the name given to a seven and one-half pound stranger who arrived at Jimmy O'Connor's home on the 13th of May. Mother and daughter are doing nicely. Jim is one of the Vernon Yard boys.

* * *

Motorman Michael Sweeney, of Division Five, is the proud papa of an eight pound baby boy. May 17th was the date of arrival and both little John Vincent and mamma are doing fine.

* * *

On May 6th, Motorman H. E. Robinson, of Division Five, announced the arrival of little Shirley May Robinson. Congratulations, Mr. and Mrs. Robinson!

* * *

Safety Operator A. J. Hester, of Division One, has a new son named Robert Alfred Hester who arrived on May 24th. The baby weighed five and a quarter pounds.

Appreciations

This is to acknowledge with grateful appreciation your kind expression of sympathy.

B. Hansen.

* * *

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

Mrs. Elsie Gehrken
Louis J. Neuschwanger

* * *

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

Signe M. Worsley and Son.

Honor Roll

Patrick Joseph Fitzgerald, Flagman in the Transportation Department, was placed on the Special Roll effective June 1, 1933.

Mr. Fitzgerald entered the service of this company as a motorman at Division One on February 28, 1903. He transferred to Division Two on February 14, 1904; was appointed a temporary flagman October 16, 1922; returned to train service on February 14, 1923. He was again appointed a temporary flagman on November 8, 1926 and was made a regular flagman February 3, 1927, which position he was still filling at the time of being placed on the Special Roll.

Journey's End

Edward M. Worsley, Motorman at Division One, passed away on May 27, 1933. He was born in Manchester, England and came to work for this company as a motorman on October 5, 1906. Mr. Worsley is survived by his wife and a son. He was a member of the Sons of Saint George in Los Angeles.

* * *

Esten Gillen, Motorman at Division Five, died on May 27th. He was born in Boon County, Kentucky and was employed by this company as a motorman on October 13, 1919. Mr. Gillen is survived by a brother and sister.

* * *

Gustave Neuschwanger, who was placed on the Special Roll on September 16, 1932, passed away on May 28th. He was born in Germany and was employed as a Mill Man in the Engineering Department of this company on August 11, 1910. Mr. Neuschwanger is survived by a son and daughter.

Mrs. Coover Passes

Mrs. Charles S. Coover, wife of Charles S. Coover, Mail Clerk in the Main Office Building, passed away suddenly on June 7th. Mrs. Coover has been in poor health for some time but seemed to be feeling better lately. We all extend our heartfelt sympathy to Mr. Coover.

For Rent

Three and four room houses, furnished. Good locations. Close to Division One Barn and car line. Low rent to steady tenants. 914½ So. Breed, close to Whittier Blvd., or S. E. Edwards, Owner, 1009 So. Alma St., near Indiana St.

L A F F S

Murphy: "What's that in your pocket?"
Pat (in whisper): "Dynamite. I'm waiting for Casey. Every time he meets me he slaps me on the chest and breaks me pipe. Next time he does it, he'll blow his hand off."

The twins, who were 95, were the wonder of the village.

"And to what do they attribute their age?" someone asked.

"One to the fact that he's an early riser, and the other to the fact that he isn't."

"If Minnie in Indian means water, what does Minnesota mean?"

"Aw, don't be dumb all your life, you poor goof—it means soda water."

"Humph! Your papa is a shoemaker, and you haven't got any shoes."

"Humph, yourself. Your papa is a dentist and your little sister's got only four teeth."

Attorney—Where were you located when the shooting was going on?

Negro—I wasn't located, but I sho' was looking for a safe location.

Two farmers were talking.

"Since I put up my scarecrow," said one, "not a bird has ventured within a half mile of my field."

"I can beat it!" announced his neighbor. "Last week I made a scarecrow that frightened the birds so that one of them brought back two potatoes that it had stolen."

Nervous Passenger: "Don't drive so quickly 'round the corners. It makes me frightened."

Driver: "You don't want to get scared. Do what I do—shut your eyes when we come to corners."

Belfast, Ireland—A notice on cables of the Shannon River electricity project warns visitors that to touch certain wires "means death" and adds, "offenders will be prosecuted."

A flea and an elephant walked side by side over a little bridge. Said the flea to the elephant, after they had crossed it: "Boy, we sure did shake that thing!"

"Bothered much by hitch hikers when you're out riding?"

"Not now. Tried a new plan. As soon as I get out of town I show the sign 'Taxi' on my car."

Salesman: "What is your husband's business?"

Lady: "He's a bird man."

Salesman: "And where is his pet shop located?"

Lady: "Pet shop! My Lord, man, he's a tough, tobacco-chewin' mail pilot."

Kind Old Gentleman—"What is your little brother's name?"

Buddy—"His name would be Jack if he was my brother, but he ain't and her name is Ruth."

Poisonality Colyum

When Howard Taylor celebrated the recent "Blessed Event" there was general comment in both the Drafting Room and the other Engineering Offices that cigars were passed around all too seldom. George Campbell has taken this matter under advisement to see what can be done about it.

Does Joe Finn read Harold Teen? It is rumored that he has been wearing ladies' silk stockings and rolls 'em!

Mrs. Galloupe, of the Complaint Department, is spending her annual vacation at her old stamping ground, Lake Tahoe.

Mrs. Nellie Nordyke of the Claim Department is vacationing and will probably spend part of the time in Ottawa.

If you want an expert electrician, page Ethel Herr of the Electrical Department. The other evening something went wrong with a lamp connection and she fixed it up with the use of a nail file. The ordinary electrician has to have a kit of tools.

Helen Wheeler of the Meter-Mileage Department spent her vacation at Catalina.

L. A. Recappe, who is visiting in the middle west, found out that at last it is safe for him to visit his home town of Jerseyville, Ill. A new sheriff was recently elected there.

Mr. and Mrs. Guy Campbell are visiting Marysville and other northern California points for their vacation.

E. A. (Farmer) Tower and Mrs. Tower have returned safely from their vacation trip to Arizona points. They spent some days in San Diego and vicinity.

John Collins will leave June 12th for a vacation.

The following are scheduled for vacations during the month of June: Walter Williams, H. S. Porter, E. E. Loop, besides those mentioned elsewhere in this colyum.

And the school of hard knocks is a wonderful educator, but we wish our motor hadn't studied there.

Blessed Event

In the words of Walter Winchell a "Blessed Event" occurred in the family of Howard D. Taylor of the Drafting Room, Engineering Department, when his wife, Dorothy, presented him with a five and one-half pound son, Howard D., Jr., May 31, 1933.

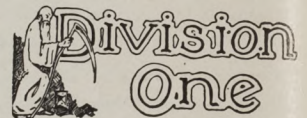
Mr. and Mrs. Taylor were married June 6, 1925 and this is the first "Event."

He passed out really good cigars.

Complaints Decrease

There was a decrease of 20 complaints in May from the total number for April. Service complaints, which increased 16 in April, decreased by the same number in May. Miscellaneous decreased 12; Carrying Passengers Past Stop, 6; Discourtesy, 3; and Dangerous Operation, 1.

There was an increase of 14 for Short Change; Fare and Transfer Trouble increased 2; Starting Too Soon and Passing Up Passengers each increased 1.



H. N. COLE

Motorman A. L. Goodrich received a letter from Clerk Charlie Farrah announcing his safe arrival at his destination, some point in Missouri. He encountered some extremely bad weather during his week of travel, which covered some 2,200 miles. Otherwise he had a delightful trip.

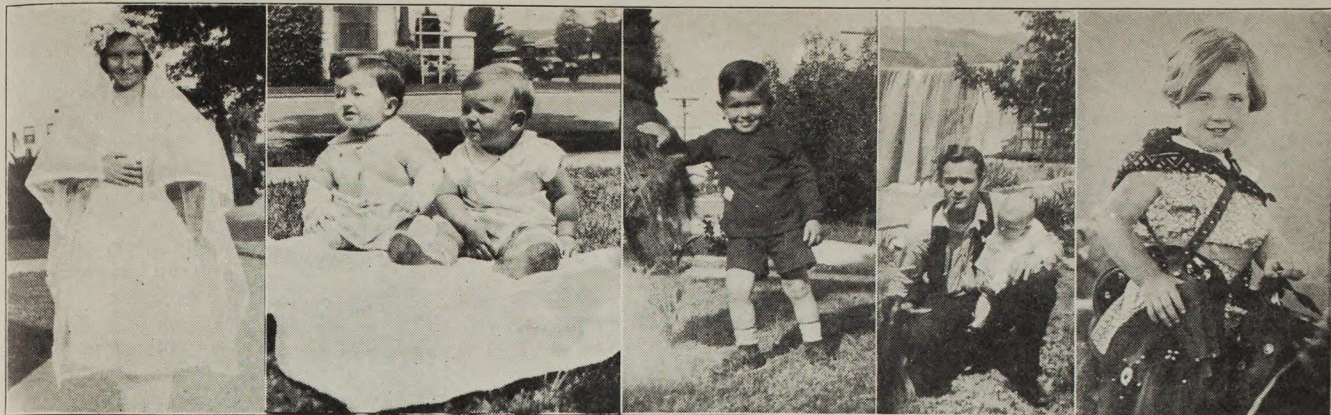
In our last issue we credited Motorman A. E. Stewart with making some rather slight remarks about the boys who are devoting so much time to working out jigsaw puzzles. He compared it to such feminine activities as knitting, crocheting, etc. Now he has fallen for it and has fallen hard. He seems to be spending all his spare money and all his spare time on this famous indoor sports.

Motorman J. C. Deshler has treated himself to the best, according to his idea. He has recently purchased a new Chevrolet sedan, and he looks well in it.

Foreman J. B. Lair just paid a visit to our good old scout, Motorman J. Roberts, who has been ill for several months. He is out of the hospital now and seems to be on the road to a speedy recovery.

Sorry to learn that Conductor W. D. Smiley, that smiling side kick of Motorman C. N. McMullin on the "U" owl, is confined to his home on account of illness. Hope to see him out soon.

Nothing particular to do and nowhere



At the Left: Folks, here we have Miss Mary Elizabeth McDonald, twelve year old daughter of Conductor Frank McDonald of Division Five.

The two little pals are (at left) Bobby Yocum, son of Motorman C. E. Yocum of Division One, (right) Charles A. Johnson, son of Motorman M. G. Johnson of Division One. These young gentlemen are both age 9 months.

The young man in the center is none other than Bobby Ray Beavers, three year old son of Conductor L. W. Beavers of Division Four.

The fourth picture from the left is Conductor Larry L. Rentch of Division One with little Anita Laure, his 8½ months old daughter on his knee.

On the upper right is Catherine Ring, age 4 years, niece of Jim Maloney of the work train, Division Three. Catherine is mounted on a pony, but for lack of room, the pony does not show in this picture.

The lower picture on the right: Conductor George E. Moore, Sr., of Division One and George E., Jr. This being the only boy in a family of five, his daddy thinks he is the most wonderful thing that ever happened.



in particular to go, but just the same Motorman Frank Johnston is taking eighty days off to indulge in a period of idleness and plain old rest.

Just imagine the feelings of Operator A. J. Bowers when he finished his day's work and found that his Auburn machine, parked near the car house, was a total wreck. It was reported that a high-powered machine came by and didn't care for the looks of the Auburn, so it skidded into it and stripped everything off one side, leaving it a sad sight. The driver of the high-powered car was severely cut and had to be taken to the hospital.

A dejected look on Motorman P. Scilfo's face. When asked how come, he explained that he had just gotten relieved and, in running across the street, he evidently dropped his watch as it was missing. He had searched every pocket and he was sure it was gone forever. Just then he felt in an unused pocket and to his great relief, he found it.

After Conductor R. W. Brigham spent a week painting his house, he had to take another week off to get the kinks out of his back.

Motorman C. L. Bond is still on the sick list. It is reported he is having trouble with his eyes.

Motorman C. Youngberg has taken twenty-five days off to rest up. We suggest he take a course of sulphur and molasses. In the old days it was a favorite remedy for that tired feeling.

Motorman G. H. Schlueter is off duty for two months and, with his family, will tour the country and visit relatives in the Middle West.

At high tide on May tenth, Conductor J. M. Boehm set sail in his Dodge for

Arizona and other points of interest east. He will be away about a month.

Conductor E. L. Ayers is taking a vacation of forty-five days which he is spending at Oakhurst, Calif.

Conductor W. A. Walters is taking a month's vacation.

Motorman B. C. Bird recently spent a week indulging in that grand outdoor sport, fishing. No reports as to the size of the big one that got away.

Conductor R. Sheppard spent the month of May with relatives in Toledo, Ohio.

Business called Safety Operator G. G. Gifford to Salt Lake City. He was away for ten days.

Conductor E. E. Feb is taking a sixty-two day leave to visit relatives in Missouri and to take in the Fair at Chicago. He started May 31st.

Motorman E. M. Worsley passed away on May 27th, just about a week after he suffered a stroke. The men of the Division all extend their deep sympathy to Mrs. Worsley and their son.



Division Three

L. VOLNER

Practically all of the men of this Division attended one of the meetings held on May 24th. Messrs. Bishop, Hill, Dye and Collins spoke to the men. Mr. Bishop has been with the company about a year, but this was his first introduction to our Division. By his remarks and manner, he won the bunch, and from remarks we have

heard, his department can count on the loyal support of all the trainmen.

As it is his custom to take a vacation each year, Motorman T. A. Ferguson will do the same this year, but instead of taking a trip he will put in his time helping in the erection of a home for himself. Having followed this line of work, he should make a good hand on the job.

Conductors R. H. Melick and E. E. Melick are taking a trip up into the northern part of Oregon looking over some farming land.

At last there is great rejoicing in the Naggie household for they have found a dog to take the place of the one which died from an overdose of pumpkin seeds. They were told that their dog, a Missouri bloodhound, had a tapeworm and to give it pumpkin seed tea. The instructions were misunderstood, and the dog was fed the dry seeds with fatal results.

Conductor E. W. Deane and family are visiting relatives in Arizona for several days.

Motorman Geo. Bidwell says his power record would be much better if his Conductor C. R. Certain, would quit dragging his feet.

As usual the big one got away, but Conductor Ira Gott says he caught twenty-three nice trout on a recent fishing trip on the San Gabriel River.

Motorman W. L. Formby is spending a month's vacation with relatives in Texas.

Gus Kamrath, a former motorman of Division Three, passed away the latter part of March. His home was in Santa Ana. He left a wife and two daughters, to whom all the friends of Mr. Kamrath offer their heartfelt sympathy.

On account of the serious illness of a sister, Mrs. B. E. Johnson, wife of Motorman Johnson made a hurried trip to Stugart, Arkansas, during the first part of May to be at this sister's bedside.

Believing the saying that "a good picture is better than one thousand words," Conductor Croughan slowed up somewhat on his story telling and is now displaying a bunch of his stories in pictures.

Conductor O. C. White, who, with his family is visiting relatives in Oklahoma, writes that he is not so well and in addition to this they had fourteen inches of rain in one week. He says as soon as his health permits he will be back in California.

We are always looking for the unusual to happen in California, and it certainly did on May first. The crews on early morning cars know about who to look for at each stop, and if a regular passenger isn't at the stop, they look up the side streets to see if they are coming. Motorman I. D. Mann and his conductor, Ye Scribe, had waited a few seconds for a young lady passenger several times and when they picked her up on the morning of May first each was presented with a beautifully decorated basket filled with delicious homemade candy. The lady said it was a slight expression of her gratitude for their kindness in waiting for her.

Conductor Ed Cox is taking two months off duty to travel over the northern part of the State seeking to improve his health.

The men had been wondering why such a calm in the assembly room each morning until someone discovered that Motorman J. Hellman was missing. Mr. Hellman is on vacation.

Motorman Roy Gholson is taking two months off duty to visit his father in Illinois, who is seriously ill.



Division Four

C. J. KNITTLE

To begin with we'd like to report that a first class officer has been added to the Los Angeles Police force but the heck of it is, Division Four lost an A-1 motorman in the transaction. That's luck for you. F. P. Leach is the man. Despite our deep regret we wish F. P. the best of luck and success in his new position.

The meetings on May 25th were well attended and the talks were very seriously received. It was a pleasure to listen to Mr. Bishop, Mr. Hill, Mr. Dye, and their department heads. It is only reasonable to believe the desired results are already in evidence.

The sympathy of Division Four men was extended Operator George Pratley May 5th when word was received announcing the death of his father in Dallas, Texas.

Many old timers at this Division will remember Eddie England, formerly a switchman here, and regret the news of his death in Arlington, Calif. Eddie has been making his home for the past ten

years with his parents in Corona, Calif. On May 2nd he had to be operated on and seemed to rally satisfactorily afterwards. Arrangements were being made to remove him to his home a week later but on May 8th he suddenly passed away. The sympathy of his many old time friends was extended to his brother, F. U. England who is a conductor of this Division.

Operator Cocky Roach is on the outs with Clerk H. F. Nelson for refusing to hold his run forty-five minutes one recent morning. How come, Nelson?

L. C. Davidson, formerly a Division Four conductor, and now in the Los Angeles Fire Department is laid up with a broken arm. The injury was the result of a fall, but not off a ladder. It happened off duty.

Conductor C. L. Smithwick took a ten day vacation recently. Spent a few days in Fillmore and the rest in and about town.

Conductor Hughie O'Neill had his tonsils removed May 15th and spent the following two weeks on the sick list.

Motorman Bob Deucher, who has been on the sick list since January 22nd and has spent much of the time in Death Valley, dropped in on us May 17th looking hale and hearty but not quite ready to return to work.

Operator J. I. Webb, who works a late night run, must have given himself a swift kick when, after finishing his night's work May 12th and waiting some time for an owl car, he finally arrived home and then remembered he had come to work in his V-8 and had to come back and get it.

Clerk E. H. Ellis took his regular two weeks vacation starting May 9th and spent it at home.

Conductor A. B. Davidson is mourning the recent death of his grandmother in Phoenix, Arizona.

Conductor C. S. McCoy was granted a twenty-one day leave May 10th to drive up and around the Redwood district.

Conductor W. A. Johnson is spending a thirty day leave visiting relatives in Salt Lake City.

Motorman F. R. Baldwin has left for Michigan on a sixty day leave to visit his grandparents and a brother.

Motorman E. C. Holt was granted sixty days leave May 15th to visit his mother in Andover, Mass.

A recent blessed event at the home of Janitor Bill Colley's sister makes Colley an uncle. Altogether gang—HELLO, UNCLE BILL!

Conductors J. T. Middleton and J. L. Polansky resigned May 17th to go into the gold mining business.

Conductor Cholly Clarke had his Chevy sedan stolen from Sentous Street near the Division May 24th. This is the second time it has been taken from the same spot.

Motorman George Pritchett was granted sixty days leave May 20th to visit the Worlds Fair, and relatives in Iowa.

Motorman A. C. Chumbley and Conductor J. R. Skidmore resigned May 19th.

Transfer Clerk A. M. Emerson was granted two weeks leave May 25th to care for his wife who is ill.

Clerk H. F. Nelson left for a two weeks

vacation June 1st and will drive his new Studebaker (President) coupe to Las Vegas to visit relatives.



As June is the month of graduates and brides it is a pleasure to introduce Miss Dorothy Mae Reddick, seventeen years old, a daughter of Conductor C. N. Reddick of Division Four. Dorothy graduated from the Tama, Iowa,

High School May 31st and will arrive here soon to make her home. Dorothy is a Camp Fire Girl. Recently she won a state-wide contest for speed in typing. The contest was held for High School students only. Dorothy was president of the sorority at the time of her graduation.



Division Five

FRED MASON

Well boys, our ball club is now ready to take on any club in town, and that's not barring the club that "Tex" Bourland roots for. Manager and Captain E. L. Seale says the boys are in perfect trim and if any other Division can get a team together we'll play ball on any Saturday or Sunday.

If it's golf you want to know about, see Conductor Roy Meggison. He was overheard naming two golf clubs, so he must be good.

Says Conductor J. L. Huffmeier: "When you go fishing, don't bet on how many you are going to catch." Of course, it was only a ten cent bet, but after buying 40 cents worth of fish he was 50 cents out.

Conductor H. E. Estep will be off for thirty days and is vacationing in San Francisco.

We are sorry to say that Conductor Floyd Monnier was forced to make a hurried trip back home to Hamilton, Kansas, on account of his mother's illness.

Motorman A. W. Lawler is back on the job again after attending the Spanish-American War Veterans' Convention at Stockton.

After fourteen days with the folks back in Spanish Form, Utah, Conductor Len Larsen is back and reports a very fine time.

Motorman F. S. Hughlett will not be seen around for the next three months, having departed for Nortonville, Kentucky.

We are certainly glad to see Conductor Homer Raines up and around again and picking up every day.

We are also glad to see Conductor Frank Keers back on the job again after

a long siege of illness.

With Foreman Jim Madigan back on the job our office force is now awaiting the return of Clerk Warren DeMuth, and then we'll all be happy.

Our Big Shot checker player, Tex Bourland, paid a visit to Division One the other day and took on one of the rookies over there. He got skunked for four games. As he was leaving the rookie called out: "Come on over again if you want to find out anything."



JACK BAILEY

J. E. Steenrod returned to the Superintendent's Office all covered with glory and a mustache, after his Eddie Cantor (operation). Welcome home Joe.

H. L. Turner, of the Superintendent's Office, is vacationing at Monterey and parts.

E. J. Miller, also of the Superintendent's Office, will include his vacation in a thirty day leave of absence to visit relatives near St. Louis, and will perhaps see the Century of Progress at Chicago.

Machinist W. A. Maitland received a letter from our old friend, Art Clinton, who is taking the rest cure at the Olive View Sanitarium. Art has been confined since April 29, 1932. He is gaining weight and will soon be up on his feet and around. Anyone wishing to drop him an encouraging line may do so at the Sanitarium.

The boys in the Machine Shop have just passed the proof copy of the Von Nutter-Ellis almanac, and would like for you to get your orders in early.

Machinists J. W. Devlin and C. L. Nickels took advantage of the Memorial Day holidays and motored to San Diego to try some southern fishing waters.

C. Lock, of the Machine Shop, was granted a three weeks leave of absence to go East and pay his tribute to the World's Fair.

Machinist S. Kriewals, will play the lead in "Keeper of the Bees" over the holidays at his Little Rock Ranch.

We have our Shop Weather Bureau. Now we can boast of an M. D. degree bestowed upon our friend H. P. Dicken, Head Hydraulic Operator, (by our boys of course). If you doubt his ability just ask Paul Abbey.

Bob Ballard, of the Blacksmith Shop, suffered an injured hand and an ample supply of sympathy was bestowed on him by his co-workers.

Fred Anders, of the Winding Room, now feels he can go out with the old gang and play cards, drink beer, and enjoy himself, as his son Marion has just passed his twenty-first birthday and can stay at home and take care of mother and sisters.

R. Sloan, of the Winding Room, is taking advantage of a two weeks leave of absence to get his tonsils removed.

R. H. Frampton, of the Winding Room, who has spent the last six months build-

ing an aviary at his home, has decided to move. It took eight men and a boy three hours to chop a tree down and remove a sun porch in order to transplant said aviary.

Jack Bickford, Truck Shop Clerk, and family, motored to Burlingame, California, over the holidays.

Truckman E. Kinnion was granted a sixty day leave of absence to visit his relatives in his native state, Missouri.

Truckman R. Blaize and family spent the holidays at Lake Elsinore. Roy is rather anxious about that Nudist Colony in the Elsinore vicinity.

Truckman Roy Williams and family spent the holidays visiting relatives in Phoenix, Arizona.

Truckman Bill Leisure and family enjoyed the holidays at Yosemite, fishing.

William B. Wilson, Head Upholsterer, and wife spent a week-end basking in the sun at Catalina.

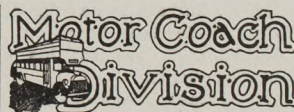
Painter Ted Oglesby is sporting a new 1933 Rockne sedan.

Carpenter Tom Tripney was granted an extended leave of absence to visit his aged father in Scotland, whom he has not seen in twelve years. He sailed June 3rd.

H. Furrer of the "C" Inspection spent the holidays at Oroville, visiting relatives.

Our sympathy is extended to L. Carello, of the "C" Inspection, upon the passing of his sister. Interment was held at Calvary Cemetery, May 20th.

On April 23rd, our Lary boys from far off Divisions and local Shops answered the call to a Tug-of-War Tournament to be managed by Ben Bradfield and coached by Leslie Sparks. On April 23rd the boys lost a fall to the State Highway seven. On April 25th, they defeated the Water and Power team in short order and reinstated themselves in the prize money. Due to last minute results and more practice we are sure the boys will be somewhere up the line at the finish. Results next month. The team consists of A. Davis, W. Husky, W. Pico, Roy Ernst, Pat Moran, J. Jones, C. Ellis, Joe Geiger, Claude Simmons, Erie Dahlholm and Sid Ormston.



J. H. McCORNACK

The six day week has been inaugurated throughout the entire division except in regard to the men on the extra board. Thirteen men have received regular runs and five new men have been hired. They are W. B. Cady, R. L. Mathers, P. E. Snider, H. E. Weaver and C. A. Woeckener. This puts our old pal Jimmie Kresge at the top of the extra board.

M. E. Love has had a lesson acquainting him with the fact that the customer is always right. He refused to let a woman off between coach stops so she threw his supply purse out the window.

Geo. Goehler was just going to capture a queen when a pawn in the form of a policeman checked him and gave him a little ticket explaining that you aren't

supposed to drive 45 miles an hour in a 20 mile zone. As summer is here he may buy a lighter pair of shoes.

J. R. Robert threw up a smoke screen with that pipe of his and won his first tournament game of chess.

Pansy Hiersemann says he is going to have his whole pay check cashed in nickels and dimes so he will have plenty of change out on San Pedro Street.

V. H. Miller has been granted a leave of absence on account of ill health.

L. D. Jenkin, who had the motorcycle accident, was able to come in for a visit and demonstrated to the boys how to put mileage on a pair of crutches.

D. Garner has returned after an illness of 17 days.

The next time J. E. Palmer sees J. C. Acker coming down the street with a Twin Coach he is going to start for parts unknown.

That new dark blue sedan you see Al Brehm driving is really the same car he has always had. J. L. Holman certainly put on a keen paint job.

R. Crume made a one day trip up in the mountains in two days. He blew out two of his best tires and almost had to walk back.

Pop Campbell is lead off man this year on the vacation list. He is taking a month off for a trip back to the corn cob pipe country in Missouri.

Don Records, formerly of Wilshire, was visiting the line with his new six months old son. He said he was just breaking him in and was on the way to put in his application.

GARAGE

Since the shipwreck the news about the Garage is almost entirely composed of the details of deep sea fishing. The latest argument is whether an expensive fishing pole will sink faster than a cheap one.

Ray Sudano is laid up on account of a terrific collision at second base in a night ball game. The other player was knocked out but Ray, being a descendant of Achilles, cracked a bone in the heel of his right foot which caused him to grit his new teeth for a few days. He is around now on crutches and we hope he will be back soon.

Homer West turned over an oil barrel which he was burning out and the flames burst in his face. He was worried for a while but the burns proved to be minor and he is starting life all over again by growing a new set of eye lashes.

Walt Powell, according to the cartoon board, has bought another oil hog. He was going to the World's Fair but doesn't know whether they sell Western Oil back East or not.

Ed Lentz, of the Third Shift, has taken over the Captaincy of our Baseball Club. We wish him the same success that R. Taylor has had.

Bud Miller took a look at one of the new rubber bathing suits and sighed, "Boy, if I can only live one more year!"

Clean-up Week was hard on the old shoes that Jimmie Deam has been collecting in his locker. It seems that he found his shoes on the roof one day and has been keeping a few spares. Some

satisfaction was regained by changing the sign on his locker to Norman Lane's as Lane had just spent hours in cleaning. He had done everything but simonize.

Summer is really here. Bill Decker had his coat off one day last week.

Walt Dewhirst has finally attained the degree of a real executive. He has learned the art of using 500 words to say, "I don't know."

Tom Marks is homesteading a ranch of 160 acres out in that good turtle country near Twenty-nine Palms. He is going to put on races with them in his old age.

We thought that Mr. Crocker bought a Ford to take a trip in but we are mistaken. He has the Buick in pretty good running order now so bought that to work on.

Buck Jones gave a banquet at the Airport Gardens for the Kappa Delta Sorority Sunday evening, May 7th. The girls enjoyed the \$31.00 feed immensely and now call him their Bucky Ducky Wucky.

At last George Riggs is out of the hospital and we were certainly glad to see him come in for a visit.

Bachelor Jesse Doer has bought a Cadillac sedan. Just join the carburetor department if you want to get along in the world. Wilding is on the market for a bicycle built for two.

Ray Anderson now spends all his Saturdays and Sundays in Huntington Park. A fellow who owes him 40 cents has opened a beer joint.

The wash rack and the scrubs have taken over the title of ALL STARS for their ball clubs but George Oliver hasn't found it out yet.

* * *

Yes, Mac is still interested in learning the mechanical end of things and to prove that he's a brute for punishment he took his second lesson from Ray Anderson. The reason Mac's jaw looked like a "Climax" ad the other morning when he came in, he says was because he was accidentally struck in the face with a jack Ray had in his hand. Now, Mac! How do faces and jacks generally get together?—Contributed.



F. F. ROBEY

DIVISION ONE

J. J. Phillips and family drove to the Kettleman Hills over the week end.

S. S. Landreth and family spent a Sunday afternoon inspecting the Target Ship Utah at Long Beach.

Clay Heywood and family took a 250 mile round trip to Big Bear. New car worked fine, no troubles.

W. Weeks holds the record around here for speedy trips to places. When going to San Francisco over the week end, he said he made it up there in eleven hours. Don't know how long it took him to come back.

If you know of anything to test that will help the cleaning work along W. A.

McGowan and staff will be interested. They guarantee a real test or what is left will be returned.

DIVISION TWO

W. R. Cavett's brother, who is with the Victoria, B. C., fire department, paid W. R. a visit of a few days this month and enjoyed side trips with Bill and the Plymouth.

H. T. Brown of the Vernon Yard crew will again relieve the Street Inspectors during vacation time, which starts soon.

J. A. MacKay of the Street Inspectors' force enjoyed a real three day fishing trip during the hot spell.

We have heard many things about Division Two, but recently there is a good one. The old car house is to be revamped and have a plane landing field on roof, escalators to take you up or down, H. S. and other cars, as well as buses, going everywhere and swimming pools in the pit, which in winter would be frozen to permit ice skating, etc., etc. And the business on all corners will boom again. Nothing impossible, "Here's hopping."

DIVISION THREE

Ed Muse has sold his model T Ford and is thinking of buying a model A car.

Dad Truitt spent his vacation with his son at Santa Maria.

Leo Harryman has moved back to Los Angeles from Glendale.

Also Fred Kellar has come down out of the hills.

Pearl Heywood had his teeth removed. So he is getting all his vitamins from soup at present.

F. J. Rappe has returned to work after a long illness. Says he feels at least twenty years younger.

A. O. Roman has shown the rest of us up by buying a new straw hat. What's the attraction, "Red"?

DIVISION FOUR

A. Munzing has returned to work after being on the sick list for some time. Glad to see you back, Al.

Mr. and Mrs. Newhard and party went to the mountains, fishing, over the week end. They report a very small catch, which is an unusual fish story.

H. D. Seivers is having lots of bad luck lately. He has been on the sick list himself and also lost his brother in an auto accident.

L. L. Raskey has been transferred back to his old job at nights.

DIVISION FIVE

After a cloud of dust cleared away in front of the Car House last Sunday we found that it was Al "Hollywood" Meadows paying us a visit on his new 1933 wheels. Sure he was doing forty when he came in.

The boys have been paying Cecil Raymond Fulton for their Liberty's with pennies. Cecil says he knew that the U. S. was off the gold standard but was not aware that Division Five was off the silver standard.

A. G. Sundeen, his wife and family, motored to Escondido to visit relatives over the week end.

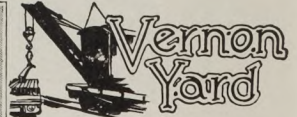
Harry Hunt bought a setting of Astro White eggs from Geo. Prakel and when hatched they all turned out to be black

chicks but one. So Harry thinks George does not know his eggs.

R. W. Mills has bought himself a chicken ranch in Inglewood and he says he has a corner on the egg market now. It will be bad for the chicken ranchers out there.

O. Howard was in the chicken business in Inglewood but he moved the other day, so I guess Mills is doing his stuff.

R. James has fallen in line with the rest of the bathers by buying a new trunk bathing suit. He is expecting a good time this summer.



H. I. SCHAUBERT

Fred Mellentin was painfully injured last month while operating a planer in a wood working class at night school. He lost the tips of three fingers.

Harry Diebert has engaged accommodations at the Alder Creek Hotel, on the Sespe, where he expects to slay various and sundry fish. The fish at this location are especially vicious, and Harry has evolved the novel idea of using a pick handle for a fishing pole so he can beat 'em to death after derricking them out of the rushing waters.

This particular item rightfully belongs to Doc Robey, but he refuses to publish anything of a "believe it or not" nature. Sam Cohn and a couple of friends went rabbit hunting recently and claim to have brought back one hundred and twenty-five rabbits. That's entirely possible, Doc, since positive proof has been furnished that Sam actually killed two rabbits himself. Babe Gravino and Bill Swearingen are planning a trip to this hunter's paradise.

Bill Bramlette is now qualified to furnish comparisons between earthquakes and cyclones. He left on a trip for Oklahoma soon after the Long Beach "quiver" and arrived in plenty of time to experience an Oklahoma "zephyr."

During the reconstruction of the West Adams Street job all kinds of new records were established, among them being the marks made by three members of a certain work train crew who tied for honors in the high, broad and side jumps when a broken trolley wire fell across their train. See O'Hern, Roberts or Copper for details.

It's easy for the LARY tug-of-war team to win, because all the men have to do is pull on a rope. Les Sparks is doing all the hard work; he is grunting for them. He grunts himself hoarse at every match.

Johnny Teagarden, Carle Heffington, Caryl Thompson and Charlie Shelton are all "sold" on the possibilities of a recent invention as an aid to campers and vacationists. Anyone planning a trip to the tall and uncut, should by all means, get in touch with one of them before starting.

Wyl C. Shults, formerly with the Engineering Department, has the Highland Radio Service at 4343 North Griffin Avenue. He is extending a 20 per cent discount to anyone showing a railway pass.