

# TWO BELLS



## The Constitution at San Pedro



Picture by Harold L. Jones.

The Constitution, or as she is familiarly called, Old Ironsides, was ordered built by Congress in 1794 for war on Algerian pirates. In the war of 1812 she fought the English frigate Guerriere, and left her a total wreck. In less than 25 minutes of actual fighting the Constitution, Captain Hull commanding, lifted the despised American navy to an equality with the proudest of the world.



## Our Reflection

“THE world is a looking glass,” said a famous author. “It gives back to you the reflection of your own face. Frown and it in turn will look sourly upon you; smile at it and with it, and it is a cheerful, kind companion.”

Cheerfulness is an excellent habit to acquire, especially for those who deal directly with the public. It is a powerful weapon. With it we can break down resistance and misunderstanding. It is an outward expression of an inward feeling. It causes others to warm up to you.

Patrons like to deal with cheerful trainmen; they make things pleasant for the patrons and they are satisfied. Besides, it is our job to be pleasant.

If, in our daily association with our fellow employes, we display a cheerful attitude towards them, they in turn will become imbued with the spirit of cheerfulness which will reflect still further credit to our company.

Cheerful, courteous attention to every detail involved in our service to the public, marks us as a human organization anxious and willing to do our best. By cultivating cheerfulness, it soon becomes a habit.

## One On Us

MEMBERS of the staff of this magazine are constantly on the lookout for good articles in other publications to be reprinted in Two Bells.

In looking over the January issue of Inside Track, the house magazine of the Market Street Railways in San Francisco, we ran across a page devoted to the subject, “How to Reject Invalid Transfers.” We read the article through and thought it so good that we would reproduce it in Two Bells for March.

However, the hunch came to us to submit the idea to Ernie Dye. He glanced at it, then with that well known twinkle in his eye, he handed us a copy of Los Angeles Railway Instructions to Conductors opened to the last pages. There before our eyes was the selfsame article. Imagine our embarrassment!

Moral to this tale: If the Instructions to Conductors on How to Reject Invalid Transfers gotten up by the officials of the Los Angeles Railway are so good that another railway adopts them for their own, then those rules must be very good, and should be not only read, but committed to heart by every Conductor on the system. Some of the conversations regarding invalid transfers overheard on the street cars lead us to believe that the Conductor involved is not familiar with these rules.



Published Monthly by and for Employees of the Los Angeles Railway

Volume Fourteen

March, Nineteen Thirty-three

Number Three

JANET C. McNEILL

Publicity Manager and Editor

## The Trainman as a Business Retainer

By E. R. DYE  
*Operating Superintendent*

The recent articles published in Two Bells by members of the Mechanical Department are worthy of more than passing notice. These articles appeared in the issues of Two Bells from June 1932 to January 1933, inclusive, and were written by members of the Mechanical Department who are all specialists in their particular line.

### Helpful Articles

There is not one of these articles but what should be helpful to every trainman and many others in the Transportation Department, containing as they do information in regard to equipment and the proper method of handling it, which can only be given by men thoroughly familiar with this feature of our work.

In the introductory article by H. E. Jordan, Superintendent of Equipment, he very definitely points out to his readers that it is entirely up to the individual to get the most out of his or her assignments, adding that no person knows the limits of his qualifications until he has developed them to the fullest extent. This is indeed true, and it should be up to every member of the Transportation Department handling any of our company's equipment to endeavor to so operate that equipment that maintenance costs may be reduced to a minimum.

In the subsequent articles written by members of Mr. Jordan's Department, it was pointed out to us just how we could, by earnest co-operation with the Mechanical Department, entirely eliminate abuse of equipment and in turn render to our patrons such service as would reflect credit on our organization instead of producing com-

plaints such as we frequently receive.

### Comparing Two Motormen

One article in particular attracted my attention, and no doubt it did attract the special attention of many others in the Transportation Department. That was the article by W. T. Brown, General Foreman of Carhouses, in which he made a comparison between two motormen on whose cars he had recently ridden. One motorman, by his splendid operation, had produced a ride for his passengers which had made friends for our company, whereas the second motorman with whom Mr. Brown rode had given his passengers an entirely different ride—a ride which was no credit to any motorman and which could produce nothing but adverse criticism.

### Uncomfortable Rides

Unfortunately, we have some motormen who seem to have the faculty of making a ride uncomfortable for their passengers by the manner in which they handle their car. Not only do these unpleasant rides drive our patrons from us but they are productive of many falling-in-car accidents, and, incidentally, our falling-in-car accidents is one of the few classifications which did show an increase during the year 1932. Upon investigation of many of these falling-in-car accidents during the past year, it has been conclusively proven that the accident was directly attributable to the operation of the motorman. This particular type of accident cost our company many thousands of dollars during 1932, despite the fact that during that year the Instruction Department had concentrated its efforts on instruction in correct operation.

### Emergencies

There are times when an accident of this kind might occur on account of the motorman having to make an emergency stop to avoid an accident. Such cases, however, are in the minority and we have in the past injured many of our patrons (some quite seriously) on account of the rough handling of the car by the motorman.

### Judge by the Worst of Us

Do not forget that, in this business as in all others, many people unfortunately judge the whole body of street car men by the worst and not by the best, and as evidenced by many complaints received by us, a passenger who has been given a rough ride is very prone to tell us that we have in our employ motormen who are not competent to operate a car in the proper manner. This is not, however, my opinion. I know that the majority of our motormen and conductors are endeavoring to the best of their ability to render satisfactory service to the company but it is the few who are not measuring up to the proper standard who bring censure on the whole body of platform men. It is manifestly unfair to those platform men who are diligently striving to conform to our rules, to permit a few, by their careless habits or indifference to their responsibilities, to place all platform men in the category of the undesirable employe.

### High Goal for 1933

It was indeed gratifying, in looking over the records of our trainmen for the year 1932, to find that the majority of trainmen had improved their previous records, and it is my earnest desire that during 1933 every one of these records will be so vastly improved that no criticism can be made of any man's performance.

You can make your work easier only by learning more about your job

and adhering strictly to our standard rules and instructions given from time to time. It is only by the maintenance of a good record by our trainmen that we can show our complete cooperation with the Mechanical Department in helping them with the stupendous task of maintaining and operating our cars at a minimum cost of maintenance. So, also, will these good records demonstrate conclusively to other Departments that we are interested in our work, that we are endeavoring to give our patrons safe and comfortable rides which will inevitably result in increased revenue to our company, and which cannot help but reflect credit instead of bringing censure on our organization.



The pilot of the new truck, Lary 144, is none other than Henry Rishel; the young man in the white shirt standing nonchalantly at the side is Frank South, Jr., boss of the crew. The men standing at his right, reading from right to left are: A. Hernandez, C. Quintana and A. Gonzalez. On the truck, right, J. Flores; left, F. Mendoza.

## Cooperation Key of Talks at Foremen's Meeting

The regular monthly Foremen's meetings at the Shops are always interesting and lively. Cooperation and goodwill were the themes of the February 11th meeting with R. B. Hill and his staff as speakers.

The meeting was called to order by Mr. Jordan who, in introducing Mr. Hill, stressed the need of the closest cooperation between the two departments of the Company.

Mr. Hill started his talk by inviting constructive criticism from the Mechanical Department as a necessary element for the proper coordination of effort. "We must all pull together," he said, "for the good of the Los Angeles Railway." He spoke of the wonderful loyalty that is being evidenced during these distressing times by the employes of the Company and expressed his pride in his men.

"The Mechanical Department can be of invaluable help to the Transportation Department, which is the revenue producer," Mr. Hill said. In asking for constructive criticism, he called attention to the fact that his department cannot constantly supervise a crew that takes out a piece of the company's equipment. In fact there are times when a crew is out all day with a street car without any supervision. "It is a part of your job," he said, "to let the Transportation Department know if you see a trainman doing anything wrong. I am asking this in all sincerity. In the first place it may save the trainman from getting into a bad habit. It is protecting the trainman, your job and the property. If a man works for the Auditing Department, for instance, and sees a

piece of B. O. track, it is his duty to report it. It is the duty of any member of any department of the company to report anything that he sees that is wrong in his own or in any other department. It is the duty of every employe of the company to report accidents and to offer themselves as witnesses."

Mr. Hill closed by expressing his appreciation for Mr. Jordan's invitation to talk to the meeting and thanked the Mechanical Department for their cooperation with the Transportation Department.

E. R. Dye followed Mr. Hill. He suggested that the Mechanical Foremen contact Division Superintendents and thresh things out and settle them whenever possible. He said that never in the history of the Company had there been such close cooperation between Departments as there was at the present time.

Referring to Mr. Hill's statement that he was not a public speaker, Mr. Dye said, "Mr. Hill likes to talk and nothing less than a broken leg could have kept him away today." Mr. Hill was not allowed a rebuttal.

L. A. Recappe, who does the schedule making, gave a brief outline of the method followed in the construction of time-tables and what time-tables mean to the property and to the public.

"Since automobiles entered the transportation field," said Mr. Recappe, "a more intense study has been made of schedules." He invited any of those present to report to him anything that they saw wrong with the car schedules.

Dan Healy was the next speaker. He emphasized the fact that the Transportation Department tried in every way to prevent abuse of mechanical equipment by trainmen. He said he had personal knowledge of the hard work put in to get the cars in perfect mechanical condition, because his first railway work was in the mechanical department on another property.

Mr. Jordan, in closing the meeting, brought out the point that the Mechanical Department must produce what the Transportation Department demanded and the Transportation Department must produce what the public demanded.

In the general discussion before the meeting adjourned, Billy Brown paid a personal tribute to his old friend, Bob Hill who, he said, had had the courage through the years to buck against the stream when he knew he was right and whose absolute loyalty could always be banked upon.

There was considerable speculation as to why the meeting was called at 9 A. M. instead of the usual time at 8:30 A. M. Various explanations were passed around, but the one most generally accepted in view of the fact that this delay was at Mr. Dye's request, was that the Transportation Department officials are in the habit of getting a half hour's more sleep in the morning than the officials of the Mechanical Department.

### Courtesy Record

We are growing more courteous! During the month of February Divisions One and Three had no marks against any of their trainmen for discourtesy and in all four divisions only three men lost their courtesy standing during the month.

## Square and Compass Banquet



Reading from left to right, sitting: L. F. Sparks, Second Vice President; W. J. Born, Recording Secretary; F. Van Vranken, speaker of the evening; W. M. Morgan, President; Dan Healy, Past President; Oscar Elrod, First Vice President. Standing, left to right: F. B. Slaughter, Past President; J. E. Steenrod, Past President; W. B. Mott, Financial Secretary; P. T. Klingelsmith, Past President; John C. Collins, Past President; J. A. Bodley, Third Vice President.

### Inside Info On Happenings

By BILL BARNEY

*Facetious Correspondent*

The Los Angeles Railway Square and Compass Club held a banquet at the New Rosslyn Hotel on the night of February 18th and the President and "Kingfish", Brother Bill Morgan, was a busy "old bird" with one hundred and twenty-seven hungry mouths open—yapping for food—and of course, it being Saturday night, none of us had been out for a week, maybe more.

That committee of itinerants, Walter Whiteside, Jack Wilson, Steen Parker, Frank Slaughter and Raymond Smith, talked Walter Trask out of some star performers from KFWB, so Charlie Leland, with his wit and humor; Brown and Lavelle, with their xylophone playing, joking and wise-cracking; and last but not least, Miss Pearl Curtis, accompanist, who performed on the half-pint or vest pocket pinao, stunted for the boys and the show was so darned good that some of the boys were trying stunts. In fact, they took a picture and left Brother R. G. Rex clear out and he holds the most important office of Marshall! But, you know, he was jesting with blonde waitresses and securing the special service of bottled milk for Brother Herb Peterson, a milk-fed

convalescent, from Miss Walthers, the genial hostess.

Then some of the more ambitious members, aspiring to be vocalists (?), wanted to sing "Sweet Adeline" and, as it seemed everybody else was in a like mood by this time, they all joined in a community singing rendition of some old songs and that, of course, delayed the discovery of some unspeakable talent which may be uncovered at some future affair.

Incidentally, Hart Brothers, owners of the New Rosslyn Hotel, are to be complimented on their excellent cuisine and service.

After the fun Brother Van Vranken, Manager of the Los Angeles Railway Motor Coach Division and the Los Angeles Motor Coach Company, gave a most interesting and personal talk on "Transportation", a subject of great importance to us all, and Brother Van, with that charming personality of his, got the message home, too! You know he kind o' makes you think back when your old daddy was a givin' you a little good advice in a sort o' serious way, yet he would make it seem mighty good to listen to by the gentle and humorous way he spoke to you.

Brother Ernie Dye spoke one and a half minutes and then there seemed to be a talkative sort of mood aroused among some of the members so inclined and,—you know, the convivial spirit hadn't died down yet, and the congenial atmosphere—well, any way,

some kind of a "con" pervaded that whole dining room the rest of the evening.

It must have been twelve or one o'clock at least before the meeting broke up—more or less—which kind o' makes it hard for the new members, Brothers D. L. Adams and V. L. Fields, conductors from Division Four, and Brother C. H. Hardy, service man at the Garage, keeping such late hours, or explaining.

Suppose there will be three hundred and twenty-seven there next time. Alright, fine, try it!

Watch for the bulletin each month, announcing the time and place of future meetings. We hope each meeting will be better than the one before and you can help by coming out to them all.

Next meeting on March 18th. Where? Watch for that bulletin!

### Commendations

Commendations seemingly have gone into a "repression" as the number received in February continues the downward trend with eight less than the January total. There were 40 in January and only 32 in February.

The number of men commended at each Division in February is as follows: Division One, 4; Division Three, 11; Division Four, 25; Division Five, 6.



Seated, left to right: S. H. Deane, Junior Past Comma nder; H. F. Nelson, Finance Officer; R. C. Timmons, Second Vice Commander; M. J. Angel, Commander; E. C. Prescott t, First Vice Commander; J. A. Madigan, Adjutant; W. S. Culver, Senior Past Commander. Standing, left to right: J. P. Miller, Color Guard; L. E. Barkley, Division Three Commander; L. D. Gordon, Division Four Commander; L. L. Leasman, Past First Vice Commander; Andy Duncan, Sergeant at Arms; C. J. Jackson, Past Second Vice Comma nder; R. H. Manning, Division Five Commander; L. A. Moyer, Division One Commander; G. H. Finney, Color Guar d.

## Vets Install Officers

To those comrades who were not at Patriotic Hall on Friday, February 17th let me say that you missed a real good time.

As announced in the last issue of Two Bells members of Post No. 10, Canadian Legion, in charge of Com-mander Johnston, installed the new officers in their usual snappy manner.

Those of you who may not have met the new Commander of the Los Angeles Railway Veterans Club, may see his smiling face, surrounded by the other officers who were just elected, in the picture at the top of this page.

After taking the chair Commander Angel gave an interesting talk telling how he met Past Commander Deane years ago in the army after which they passed out of each others lives, and then of Comrade Deane being the first man he met when he first reported for duty at Division Three. After this talk he had the pleasure of presenting our Past Commander with the Past Commander's badge.

Following the installation a first class show was put on and, judging by the applause, it was very much enjoyed by those present. Immediately after the entertainment all hands adjourned to the dining hall for the eats.

The first dance of the year will be held on Saturday, March 25th at Pa-triotic Hall. The tickets are in the hands of the Division Commanders

now, so get busy.

The Ladies Auxilliary should be go-ing well by the 25th so be sure and get to the dance that night to give the ladies a hand.

It is with the deepest sorrow that we announce the loss of Comrade C. H. Franek who passed away at the Naval Hospital at San Diego after a long illness. Comrade Franek, who was a motorman at Division Five, was among the first twenty-five men to join the Veterans Club. He was buried at Inglewood Cemetery on Saturday, February 11th with full military hon-ors. The heartfelt sympathy of all his comrades goes out to his bereaved family.

J. A. MADIGAN, *Adjutant.*

## Notice to Chess Fans

A number of employes of the Los Angeles Railway are desirous of or-ganizing a Chess Club. George F. Goehler of the Motor Coach Division, who is an expert chess player, has kindly offered his services as an in-structor. Any employe desiring to be-come a member of this club will kindly get in communication with Le-land Dye, Room 820, Los Angeles Railway Building. Phone PProspect 7211, station 98.

## Supt. Morse Recovering

Superintendent C. O. Morse of the Motor Coach Division has been on the sick list for several weeks. His recov-ery is progressing satisfactorily but

it will be several weeks before he is back on the job.

## Harold L. Jones as Artist-Photographer

Another member of the Lary family is attracting attention with his hobby. Howard L. Jones, who has been with the Substation Department for the past eleven years, has taken up land-scape photography and is a student at Polytechnic Evening High School.

On February 27th two classes of his photographs were placed on exhibition in the windows of the Guaranty Branch of the Security-First National Bank of Los Angeles at Seventh and Spring Streets. One of the exhibits is of the Yosemite and High Sierras and the other is of "Old Ironsides." The picture on the cover is an example of Mr. Jones' artistry. When these pho-tographs are taken out of the windows of the bank they are to be placed in the salon of the Eastman Kodak Com-pany at Seventh and Hill.

At a recent Agfa Ansoco Corporation contest Mr. Jones walked away with a prize and received honorable mention for his display at the United Film Fin-ishers of America.

When the desert bursts forth in its annual blaze of glory Mr. Jones is expecting to make a full line of nat-ural color plates which should be ex-tremely beautiful.

## Scouts Entertain at Parents' Night

Our boys of Troop 45 held their first Parents' Night on Friday, February 17th. The bugler sounded attention at 7 P. M. and the program was opened with a very impressive Flag Ceremony, the Master of Ceremonies, Ray Fife in charge. The Troop then sang a welcome song to their parents. It was rather weak at the beginning and almost became a solo lead by the Master of Ceremonies, but the boys got tuned up and finished strong.

The Committee Chairman, J. B. Lair, was then introduced and in turn introduced each of the Committeemen and the Troop and District Scout Officials.

Mr. Lair then presented the much treasured Hoover Award to the Troop. To win the award the Scout Troop had to show an increase in the active membership of the Troop for 1932 and was required to show that half as many complete tests were passed as there were number of boys in the Troop on June 1, 1932.

A representative from the Public Relations Division of the Los Angeles Fire Department then gave a short talk on Scout relationship to and cooperation with the Fire Department and gave a number of helpful suggestions as to how to prevent accidents at home and at play.

Then the boys put on a one act play. The boys in the cast sure were fine actors and carried out their parts so well that it took several minutes for the audience to get its breath again.

Following the play District Scout Commissioner Arthur L. Line gave a short talk on the organization and development of Scouting and told of the hopes and aims of Scouting.

Scoutmaster Bower appointed his new troop officers as follows: William Bergen, Junior Assistant Scoutmaster; Elford Kline, Senior Patrol Leader; Harold Levitz, Scribe; Robert Bower, Patrol Leader of Lary Patrol; Robert Fletcher, Patrol Leader of Silver Buffalo Patrol; Wilbur Hathwell, Patrol Leader of Fox Patrol; Robert Tryon, Patrol Leader of Flaming Arrow Patrol; Holbrook Lair, Patrol Leader of Mickey Mouse Patrol; Elmer Morris, Scribe for Personal Records; Oscar Durand, Quartermaster; Julio Reyes, Chairman Programs Committee; Leroy Guilford, Troop Bugler, and Lynn Webber, Two Bells Representative.

Twenty-seven awards for troop attendance and advancement were given.

Sidney Loquet received his Second Class pin. Then District Commissioner



Front row, left to right: Committeeman R. R. Peterson; Assistant Scoutmaster W. H. Dyson; Scoutmaster R. W. Bower; Committee Chairman J. B. Lair. Back row, left to right: Committeeman H. G. Voight; Committeeman J. L. Kline; Committeeman T. R. Fife; Committeeman H. Bunes; Committeeman S. R. Sebby.

Line awarded a Commissioners medal to Elford Kline for being the outstanding Honor Scout of the troop.

The First Aid Team put on a short comic skit which brought a good laugh.

Then the eats were served. The mothers of the boys donated the cakes, eighteen of them, and the Troop furnished the ice cream.

After the eats Mr. Vaughn, from Scout Headquarters, who is in charge of the High Sierras Summer Camps, showed us some slide pictures of the recent snow storms.

Julio Reyes played some music and sang a song for the finish. Mr. Line then took charge of the closing.

Troop 45 organized as the first Los Angeles Railway troop last April with 17 boys, 4 Committeemen, a Scoutmaster and an Assistant Scoutmaster. The Troop now has 51 boys, 7 Committeemen, a Scoutmaster and an Assistant Scoutmaster.

There have been 36 Tenderfoot tests passed, 25 Second Class tests, 8 First Class tests, and 10 Merit badges have been earned. Several hundred hours of Civic Service have been given by the boys of the Troop.

Troop Civic Service Captain Ray Fife was so successful as a Captain that Scout Headquarters appointed

him Assistant Civic Service Major and Elmo Bunes was made Civic Service Captain.

Five of the Troop Committeemen, Messrs. Lair, Bunes, Fife, Voight and Peterson, and Scoutmaster Bower all graduated from the District Scout Leaders Training School, and all received their diplomas at the Big Scouters banquet held Monday evening, February 6th.

If any employe of the company has a son who is eligible for membership in the Boy Scouts who would like to join a Lary Troop get in touch with Foreman J. B. Lair of Division One.

R. W. BOWER, *Scoutmaster.*

### Reported Ill

Two of our Supervisors, as Two Bells goes to press, are off duty because of illness—E. J. Pecoud and M. W. Ramsey. Neither is seriously ill, but just enough to keep them at home.

E. H. Ehlers, Flagman, who was struck by an automobile at Vernon and Central on January 14th and had his leg broken, was discharged from the hospital and taken home February 28th. We hope to see him back to work shortly.

# Things Overlooked

By JOHN COLLINS

Supt. Meter-Mileage Department

In the February issue of Two Bells there was a reprint of the rule governing the operation of one man cars. Many operators are not taking into consideration all the conditions which come under this rule.

One is starting while the operator's attention is on the right corner of the car, thereby running traffic signals, and failing to notice the car coming in the opposite direction at an electric switch, and the possibility of striking a pedestrian with the left-hand corner of the car.

We have this same trouble with some motormen who start the car while looking in the mirror.

When ready to start the car look ahead as the left corner comes within your range of vision. In starting at an electric switch or track crossing be certain the switch is properly set, then look for the other car which may place you in a dangerous position, and pay particular attention to traffic signals.

Several "O", two "B" and two "G" cars were checked the second week in February for jumping traffic signals at Second and Main streets. This glance ahead merely precedes the start by a fraction of a second but it is a very valuable fraction.

Many operators and a few motormen have a tendency to feed the first and second notches on the controller too fast in starting. Feed these notches so you make a smooth start.

I rode on four cars which had been reported rough in starting due to a lack of resistance, but found it was the man and not the car that lacked the resistance. Most of the starts made were smooth but under certain conditions, when the motorman or operator was over-anxious, he would crowd the first two or three notches and cause the rough start.

Correct operation calls for self-control, and it is just as necessary for the man on the front end of a street car to keep himself under control as it is for the pedestrian or the motorist.

The operators on the one man two man cars have been doing remarkably well so far (especially conductor operators) in handling passengers and getting over the road. It is now about time to think of how to get over the road without wasting power.

Instructors, while riding with and observing the work of motormen or operators, should always take the meter reading at terminal, at the

boundaries of Zone One, and at the opposite terminal, thus informing the operator as to the amount of power used in the different zones and the amount he should have used.

This is the Instructor's only positive check on the man, and the only check the man has on himself. By following this procedure you will have a better operator in a much shorter time.

The Instructor will thus know the amount of power the operator used and why, and also how his operation can be improved.

# Stork Visits White Home

On February 10th R. W. White, of the Schedule Department, started to work for a new "boss"—her name is Beverly Eileen. She arrived at the home of Mr. and Mrs. White on February 9th and weighed nine and a half pounds. Mr. White appeared at the office with all the buttons off his vest and with big boxes of candy and cigars. He burst right into the sanctum sanctorum of our Manager of Transportation, R. B. Hill, with the big news. Even the Publicity Department was remembered with candy. Mother and daughter are getting along splendidly, to say nothing of dad who hasn't quite come down to earth yet. We all extend hearty congratulations.

## Decrease in Accidents and Costs for 1932

The annual report of the Claim Department for 1932 has just been received. Comparing the figures with the previous year, 1931, a very encouraging decrease is shown in both the number of accidents and in the cost of accidents.

Street car accidents decreased in all classifications except Collision of Cars and Falling Inside both of which increased.

Motor Coach accidents showed increases in Collision of Motor Coaches, Employes and Miscellaneous accidents.

Again the importance is stressed of securing witnesses to all kinds of accidents, particularly where some one is injured. The short time taken to secure the names of these witnesses may save the company thousands of dollars in damage claims.

The classifications and the number of accidents for 1932 are shown below, with the decrease or increase over 1931:

|                                    | No. of Accidents<br>1931 |                  | No. of Accidents<br>1932 |                  |
|------------------------------------|--------------------------|------------------|--------------------------|------------------|
|                                    | Cars                     | Motor<br>Coaches | Cars                     | Motor<br>Coaches |
| Altercations and Ejectments.....   | 185                      | 12               | 184                      | 3                |
| Alighting from .....               | 1,662                    | 52               | 1,586                    | 33               |
| Boarding .....                     | 1,699                    | 30               | 1,355                    | 26               |
| Collision of Cars.....             | 40                       | ....             | 44                       | ....             |
| Collision of Motor Coaches.....    | ....                     | 3                | ....                     | 5                |
| Collision with Autos:              |                          |                  |                          |                  |
| Car struck auto—Motor Coach.....   | 5,150                    | 389              | 3,142                    | 156              |
| Auto struck car—Motor Coach.....   | 4,104                    | 245              | 3,163                    | 179              |
| Collision with other Vehicles..... | 102                      | 9                | 79                       | 6                |
| Collision with Pedestrians.....    | 228                      | 8                | 181                      | 6                |
| Damage to Clothing.....            | 230                      | 24               | 212                      | 20               |
| Derailment of Cars.....            | 7                        | ....             | 6                        | ....             |
| Employes .....                     | 558                      | 19               | 485                      | 24               |
| Falling inside .....               | 597                      | 74               | 614                      | 44               |
| Falling from .....                 | 34                       | 3                | 26                       | ....             |
| Split Switch .....                 | 25                       | ....             | 17                       | ....             |
| Miscellaneous .....                | 738                      | 83               | 668                      | 85               |
|                                    | <hr/>                    | <hr/>            | <hr/>                    | <hr/>            |
| Total.....                         | 15,359                   | 951              | 11,762                   | 587              |
|                                    |                          | <hr/>            |                          | <hr/>            |
|                                    |                          | 16,310           |                          | 12,349           |

This shows a decrease in the total number of Street Car accidents for the year 1932 over 1931 of 3,597; and a decrease in the total number of Motor Coach accidents of 364 over 1931.

The total cost of all accidents during 1932 was \$347,408.41, a decrease over the previous year of \$130,996.47.



## Pintopplers Busy

This has been a month of real action among our bowlers. It looks like Los Angeles Railway No. 1 and No. 2 teams might be helping each other. Each has been crowding their opponents to high averages or defeat which has brought the leaders down from their secure perch and substantially raised their own collection of points. Los Angeles Railway No. 1 were the heroes of the League when they took the undefeated Goodyear Team for 4 points and after showing the other teams that it could be done, Goodyear has lost 18 points this month. Los Angeles Railway No. 2 decided to pull some of this hero stuff by taking some 4 point games from their opponents and wound up by gathering 3 points from Railway No. 1, which were not donated, in the closest and most exciting game of the season. If you think they help each other watch them when they meet, Captain Rishel and Captain Oliver repeat over and over again between clenched teeth, "After me you're first." No. 2 team won the first game by 60 pins, No. 1 team won the second by 1 pin and No. 2 won the third by 2 pins when Ed Fleming missed a 3 pin spare and Captain Oliver struck all the way out. The teams stand at present: Goodyear, 60; Pratte Jewelers, 55; Los Angeles Railway No. 1, 52; Sip-N-Bite Cafe, 50; Harris Fords, 47; Broadway Jrs., 45; Los Angeles Railway No. 2, 38; and the Jewel Tea Co., 37.

## New Line-Up for Lary Baseball Team

Captain R. W. Taylor, of the Los Angeles Railway Baseball Club, has entirely reorganized his men and won two out of his three games this month. Here is the new line-up: Captain Taylor of the Garage, short stop; W. E. Maupin of Division Five, right field; Charlie Ames of the Motor Coach Division, second base; "Moose" Trantwein of Division Three, first base; Louie Chiaro of the Garage, left field; Hank Sievers of Division Four, pitcher; Joe Prais of Division Three, pitcher; Knapp of Division Five, center field; Tom Casey, catcher, and Cummings on third base. The boys are entering the City League and will have a game every Sunday afternoon at our Vernon Yard Ball Park.

About the only things going up these days are taxes and the thermometer.

## Notice to Employees

The following changes in Group Insurances carried by the Corporation have been approved, effective on March 1, 1933.

### Group Life Insurance

The provision for permanent and total disability contained in the present insurance will be eliminated, and there will be substituted in lieu thereof an extended death benefit provision, under which death benefits will be paid subsequent to the termination of employment and the cessation of premium payments in those cases in which the termination of employment and cessation of premium payments is due to total disability which continues to date of death. Extended insurance benefits apply for the benefit of those employees who are under age 65 at the time premium payments cease.

Employees coming on the payroll on and after February 1, 1933, will be given \$500.00 free insurance only while actively employed.

The \$500 free insurance now given employees on the payroll prior to February 1, 1933, will be continued for those employees retired on the Special Roll, but will be the only free insurance given on retirement.

The payroll deduction under this policy for additional insurance will continue this year without change.

New certificates will be issued in the near future covering the changes herein provided.

No change is contemplated in the carrying company, which will continue to be the Aetna Life Insurance Company.

### Group Sickness and Accident Insurance

Hereafter, the weekly indemnity for the first seven days of disability is to be eliminated even though the disability lasts continuously for thirty days or longer. This applies to both sickness and occupational and non-occupational accidents.

A material reduction in rate will become effective upon the date of changes in benefits for this insurance, the cost of which will be as follows:

|         |                   |        |             |
|---------|-------------------|--------|-------------|
| \$10.00 | Weekly Indemnity— | \$0.73 | per month   |
| \$15.00 | "                 | "      | —\$1.10 " " |
| \$20.00 | "                 | "      | —\$1.46 " " |

The carrier for this group policy will be the Associated Indemnity Corporation. New certificates will be issued under the new policy in the near future.

P. B. HARRIS, General Manager.

## Here's One On Mac

Our inquisitive scribe, of the Motor Coach Division, J. H. McCornack, proudly surveyed the luxuriant, green carpet of his domain with high satisfaction. The lawn seed he had planted with such tender care and had so vigilantly gloated over for hours, while digesting the latest in Technocratic advance, was now waving high in the wind.

The next scene found him driving gaily through that bustling metropolis known as Inglewood. Also enjoying the ride was a box containing the result of an afternoon spent at the lawnmower. He had trimmed the green glory. After driving a few moments out to the suburbs he suddenly had an inspiration and cast the surprised grass trimmings into the cruel world.

"Hi thar," came the explosion from the portly gentleman, with the big badge, driving along behind Mac, "Yeh cain't throw that there grass in my face right here in Inglewood. No sir-ee. Ye're pinched."

The last scene discovered a rather dazed Mac confronting the high bench of Inglewood justice. "Charged with throwing grass on the beautiful streets of Inglewood, heh?" frowned the Judge. "Five dollars. Next case."

The crowning green glory on Mac's estate waves on, undisturbed, while Mac's wife is rapidly despairing of ever getting Mac to cut the grass again.

## News Item

The Way and Structures Department is removing the special work at Seventh and Main Streets. This special work has not been in use for several years.

## Sympathy Is Extended

The many friends and fellow workers of John Henry Neel, Chief Operator in the Electrical Power Department, wish to express their sympathy in the loss of his wife who passed away on February 17th.



# BOUQUETS

For (1) Conductor X. Bryan of Division Five from Mrs. Emma A. Cummings for courteously giving information when requested and for his efficient handling of passengers.

For (2) Conductor F. J. Bevis of Division Three from Mrs. Bernice Dickinson who expressed her appreciation of his honesty in turning in her purse, with contents intact, which she dropped on his car.

For (3) Conductor J. T. Little of Division Four from Mrs. David Macartney who says she is crippled in the wrist and that Conductor Little was very kind in helping her and seeing that her fare was deposited in the fare box. Mrs. Macartney said Conductor Little was exceptionally courteous to her and that he called all the car stops.

For (4) Conductor R. Lightfoot of Division One from Katherine Drescher for very kind and courteous treatment she received from him.

For (5) Motorman C. T. Morgan of Division Three from R. G. Allen for good judgment and efficiency in getting names of witnesses to an accident when a large truck deliberately backed into an inbound street car on the other track.

For (6) Conductor G. R. Whitney of Division Three from F. E. Alman for special courtesies observed. Mr. Alman also says that this conductor seems always to meet every one with a smile and that he has a "Good morning" that is cordial.

For (7) Conductor William D. Potts of Division Three from John K. Ford for courteously lending him a token when he boarded the car without his wallet.

For (8) Conductor I. E. Gott of Division Three from Mrs. Mary L. Creighton for his kindness in lending

her car fare when she left her home hurriedly to go to work and forgot her purse.

For (9) Conductor M. B. Assell of Division Four from Dr. J. Franklin Crawford who says he has been riding our cars for the past twenty years and feels qualified to act as an unofficial observer. Dr. Crawford wrote that he witnessed Conductor Assell assist an aged and infirm man, who had been standing, to a seat. He also helped an eight year old girl off the car and cautioned her to look out for automobiles.

For (10) Conductor L. T. Staten of Division Four from Beulah Batten for his honesty and courtesy in turning in the coin purse which she left on his car. She wrote: "He took the trouble to turn it in to the proper department as well as to inform a friend of mine that it had been found. This was all done not through any inquiry on my part. I didn't even know where the purse had been lost."

For (11) Conductor W. V. Forbes of Division Three from G. L. Price who said: "When the torrents were most torrential, this conductor did a gracious act most gracefully." Conductor Forbes voluntarily and graciously offered Mr. Price an emergency transfer which enabled him to make a transfer connection without having to wade knee deep in storm water.

For (12) Conductor T. E. Shanafelt of Division Three from Mrs. Gertrude Haury for his courtesy in handling a transfer situation.

For (13) Conductor R. G. Monahan of Division Three from Katie Jewell Morrow for universal kindness.

For (14) Motorman R. A. Clapp of Division Four from Eva May Bruce who wrote: "It gives me great pleasure to tell you how very pleasant,

congenial and courteous this motorman is."

For (15) Conductor H. B. Webb and (16) Motorman C. Roach, both of Division Four, from Ella M. Kennedy for courteously helping her on and off the cars.

Conductor Webb is also commended by Mrs. A. Ashworth who says she is crippled and finds it difficult to get on and off the cars. Mrs. Ashworth wrote: "I wish to express my thankfulness to this employe for kindness in helping me. He had to get off the car to do so. I can never express my gratitude enough when I meet one who shows the kindness he did to me."

For (17) Motorman B. G. Belman of Division Three from Max Eddy Utt, attorney, who said that during all the years he rode with Motorman Belman he was most courteous and a very good motorman.

For (18) Conductor S. R. Leckey, Jr., of Division Three from Mrs. E. M. Smith for courteously offering her his stool to sit on; also for his pleasantness to all passengers, for watchfulness and for calling streets clearly.

For (19) Conductor A. G. Freeman and (26) Motorman C. W. Allen (no picture), both of Division Four, from W. D. Cook for consistently waiting to pick up passengers transferring from coaches.

For (20) Conductor S. T. Cooper of Division Four and (27) Conductor E. R. Tomlin (no picture), of Division One, from Mrs. Edward W. Grievish for their courteous assistance which enabled her to recover a five dollar bill she had dropped unnoticed when she got her fare out of her purse while sitting on a bench.

For (21) Conductor H. Russell of Division Five from Elsa C. Wolf for his courtesy in permitting her to ride

on his car when she had lost her purse.

For (22) Conductor C. A. Evans and (28) Motorman D. G. Hunsaker (no picture), both of Division Four, from Mrs. Anne Kenworthy for stopping their car and beckoning to her to come on when they noticed her hurrying for the car after they had crossed the intersection. This was done late in the evening and Mrs. Kenworthy appreciated not having to wait for another car.

For (23) Conductor J. M. Ward and (29) Motorman W. H. Bruner (no picture), both of Division Three, from Mrs. Harry C. Swift for courteously holding the car, late at night on a wet night, when Mr. and Mrs. Swift were held up by the traffic signal.

For (24) Conductor J. Pewitt and (30) Motorman F. Milano (no picture), both of Division Three, from Malinde Fannemel who said: "They were courteous and considerate under trying circumstances. They seem to have a little more patience and intelligence than the average."

For (25) Operator F. B. Terry of the Motor Coach Division from Julia D. Mahoney for being courteous and considerate and particularly for thoughtfully looking down the street and waiting for her one morning when she was late.

Posies were received as follows for trainmen for whom we have no photographs:

For (31) Motorman W. J. Harris, (32) Motorman J. I. Webb, (33) Motorman J. M. Holub and (34) Motorman R. A. H. Steele, all of Division Four, from Miss Ella M. Kennedy for their kindness and courteous aid in assisting her in boarding and alighting from the cars.

For (35) Motorman J. E. Bourland and (36) Conductor H. W. Thagard of Division Five from Dr. F. V. Mohn for their courtesy in returning the umbrella he left on their car.

For (37) Motorman A. J. Lange of Division Four from Mrs. N. J. Wynberg for always offering her his stool to sit on when she boards his car and it is crowded in the morning.

For (38) Conductor M. Taylor of Division Five from A. Thomas for being most courteous and helpful to him.

For (39) Conductor A. N. Earle of Division Five from O. J. Coen for voluntarily paying his fare when he boarded the car with only a large bill and a few pennies.

For (40) Conductor H. P. Casebier of Division One from Mrs. M. W. Johnson for his kindness and courtesy in paying her fare when she had left her purse in the automobile of a friend who brought her to the car line.

## Split Two Ways on Witnesses

Divisions Three and Four each took a step upward in their witness per accident averages for February, while Divisions One and Five went in the opposite direction.

Comparative averages for witnesses per accident for January and February are shown below:

| January             |      | February            |      |
|---------------------|------|---------------------|------|
| Division Four.....  | 5.77 | Division Four.....  | 5.86 |
| Division Three..... | 5.68 | Division Three..... | 5.79 |
| Division Five.....  | 4.55 | Division Five.....  | 4.43 |
| Division One.....   | 4.09 | Division One.....   | 3.81 |

Accidents decreased from 959 in January to 849 in February.

The total average witnesses per accident for all Divisions in February was 4.82 against 4.97 in January.

## L A F F S

Beware the sting  
That lies within  
A thorn between two roses.  
There's one thing worse—  
Oh, painful curse—  
A corn between two toes-es.  
—Anon.

When the umpire was leaving the grounds after a game between two rival baseball teams, he was approached by an irate fan.

"Where is your dog?" demanded the fan.

"Dog!" ejaculated the umpire. "I haven't any dog."

"The helya haven't," bawled the fan. "You're the only blind man I ever saw who didn't have a dog."

"Are you a doctor?" she asked the young man at the soda fountain. "No, Madam," he replied, "I'm a fizzician."

A man walked reluctantly into a hat store.

"I just lost a bet," he said, "and I want to get a soft hat."

The salesman, selecting a hat from the shelf behind him, handed it to the prospective purchaser with the remark.

"This is the softest we have."

The customer gazed at it speculatively. "What I want," he said reluctantly, "is something a little more tender. I've got to eat it."

"My husband is particularly liable to sea-sickness, captain," said the woman.

The skipper nodded. "I've heard of the complaint before, ma'am," he said.

"Could you tell him what to do in case of an attack?" asked the woman.

"'Taint necessary, ma'am," replied the skipper. "He'll do it."

"Would you—er—advise me to—er marry a beautiful girl or a sensible girl?"

"I'm afraid you'll never be able to marry either, old man."

"Why not?"

"Well, a beautiful girl could do better, and a sensible girl would know better."

Another good place for a zipper would be on string beans.

### In Anticipation

You would never think it of Chas. L. Hatch, Mechanical Draftsman at South Park Shops and official photographer on the side—that he would treasure a poem for thirty years.

When the Democrats swept the country, Charlie thought of his precious poem and hauled it out of an old chest in the attic. No, he didn't write it and he doesn't know who did. Here is a part of it and the rest is just as good, but space precludes printing it all.

### Amalgamated Order of Blind Pigs

Last night I dreamt of a land so fair,  
Where the rivers were Pilsener beer;  
Where fountains of rickeys shot up in the air,  
And everything else was queer.

Wide brooks of gin fizzes on every hand,  
Great lakes of cold Rhine wine,  
And the pumps pumping cocktails to beat the band,  
For the thirsty ones standing in line.

Creme de Menthe swamps of a beautiful green,

With islands of fine cracked ice.  
Such a sight was never before seen—  
Oh! but that dream was nice.

A woman, well on in years, asked a druggist: "Have you any creams for restoring the complexion?"

"Restoring, miss? You mean preserving" said the druggist, heartily.

And he then sold the woman \$17 worth of complexion creams.

Customer—"Your dog seems very fond of watching you cut hair."

Barber—"It ain't that; sometimes I snip off a bit of a customer's ear."

### For Sale

Four room house and garage, on car line and next to a school. Price \$2,000, \$500 down. 3416 West 60th Street.

\* \* \*

Tan leather rumble seat and back for '31 Model A Ford. Reasonable. S. Ormston, Truck Shop.



# BIRTHS

Motorman R. B. Azbell of Division One has a new baby daughter. She arrived on February first, weighing eight pounds. Her name is Marylin.

\* \* \*

It's Grandpa George now. Mr. and Mrs. F. L. Mountain announce the arrival of a baby boy born February 5th at the Santa Monica Hospital. Mrs. Mountain is the daughter of Conductor and Mrs. George R. Perdew of Division Three. Mother and babe are doing nicely.

\* \* \*

Motorman Frank Milano of Division Three, wishes everyone to know that he is papa now. A ten and one-half pound girl was born to Mr. and Mrs. Milano at the Glendale Hospital on February 18th. Frank says he was in hopes the baby would be born on the 22nd, which is his birthday as well as George Washington's.

\* \* \*

Motorman F. W. Hendershot of Division Three, busted all the buttons off his vest when he received the glad news that he was the daddy of a baby boy born during the first of February. The baby has been named Frank Gordon.

\* \* \*

An eight pound girl arrived February 24th at the home of Conductor and Mrs. C. E. Moore of Division Four. She has been named Helen Marquis. Best wishes to mother and baby, C. E.

\* \* \*

Doc Stork visited the home of Jack Thornton of the Motor Coach Division and delivered John S., Jr. He weighed seven and a quarter pounds and arrived on the 17th day of February. Congratulations.

\* \* \*

Conductor J. D. Johns, of Division Five, is always sporting a million dollar smile, but Monday, February 13th, found him way ahead of his regular form. And why not? It was a baby girl weighing seven pounds. Both little Paula Ann and mother are doing fine. Congratulations J. D.

\* \* \*

Congratulations are also in order for Motorman R. J. Smith of Division Five on the occasion of the arrival of a ten pound baby girl who arrived on Saturday, February 18th. Both mother and baby are doing fine.

There is never an excuse for "bawling out" passengers. The discourteous trainman belittles himself and brings discredit on the entire organization.

# Journey's End

James William Hile, Motorman at Division One, passed away February 6th. He was born in Kansas City, Missouri and was employed by this company as a motorman on October 15, 1918. Mr. Hile is survived by his wife and a young son.

\* \* \*

Charles Henry Franek, formerly a motorman at Division Five, passed away on February 7th. Mr. Franek has been ill since last June and has been in the United States Hospital at San Diego. He was born in Omaha, Nebraska and entered the service of this company as a motorman October 30, 1922. He resigned February 2, 1923 but was re-employed as a motorman on May 3, 1927 and remained in that capacity until illness forced him to go to the hospital. Mr. Franek is survived by his wife and son.

\* \* \*

Joseph Ferdinand Chappus, Conductor at Division Four, died on February 27th. He was born in Windsor, Canada and was employed by the Los Angeles Railway as a conductor on March 16, 1920. Mr. Chappus is survived by his wife, two sons and a daughter.

# Appreciations

I wish to express my appreciation for the wonderful kindness displayed by my co-workers and friends and for the beautiful floral tributes at the time of my bereavement by the death of my dear wife and helpmate.

Walter S. Campbell.

\* \* \*

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

The Urbain Family

\* \* \*

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

H. J. Vail

Mr. and Mrs. E. M. Heron and Sons

\* \* \*

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

Mrs. Emily Franek and Family

\* \* \*

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

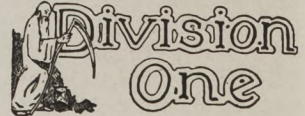
J. H. Neel

Teresa M. Roberts  
Jannette M. Blake

# Appreciation

I deeply appreciate the kind and efficient service I have received through the Corporation the last three months. I am especially grateful to Mr. Pierson for his ever ready kindness and consideration. I also wish to thank you for the beautiful flowers.

Mrs. James W. Hile.



H. N. COLE

The biggest boner pulled this month: Conductor D. B. White tried to imitate the absent-minded professor by dropping his bag of money in the transfer slot and handing his envelope of transfers in to the clerk.

According to Conductor Ed Urban the recent attack of ptomaine poisoning that caused Conductor Lee Adkins to lose several days from work, was brought about through buying tainted meat for his dog.

Not that we have it in for Conductor Adkins, but here is another. Motorman Schrader put a piece of fur in the lower part of Adkins' fare box, and when Adkins reached in to get his fares, his finger came in contact with the fur, and you can imagine what he thought and what he said!

When a notice of marriage appeared in the papers, with the name, E. V. Athenous, playing the important role, Conductor E. Vincent Athenous thought for a moment that some one was playing a joke on him. Then it dawned on him that his brother has the same initials as he, and that it was his brother who was getting married. He intimates, however, that he may follow suit some time in the near future.

For the benefit of those who are wondering what became of the cat that made its home with us for these many months, we have this information. Eddie Sweet took her to Watts and made her walk back. It took seven days to make the trip. She didn't like Watts. Then she was taken to Maywood and there she found a good home with Motorman H. L. Ihrig.

Conductor D. W. Tinsley has received information that J. W. Springstead, formerly a conductor of this Division, passed away a few weeks ago. For several years he had been engaged in farming in Texas.

Motorman A. H. Middleton seems to be making up for lost time in the way of automobile trips. He recently purchased a Nash coach and the first Sunday he drove to San Bernardino and then to San Diego and back home, all in one day. For the past year or two Middleton has been fighting the depression without a machine, but he couldn't stand it any longer.



Harold Gayle, age two years, and Ruth Aileen, age four years, the ruling elements in the home of their father, Motorman P. J. Kuchesky of Division One.

Conductor Martin Sasolow has severed his connection with us on account of ill health. For the past three months he has been with relatives in New Orleans trying to recuperate but he finally had to give up.

During the month Conductor J. O. McArthur took a business trip to Arizona. During his absence his side kick Motorman Roberts was confined to his home on account of illness.

The condition of Conductor J. W. Courtwright is reported as improving. He was in the hospital where an operation was performed, but he is now at home.

On Friday, February 17th, Lary Boy Scout Troup No. 45 gave a "Parent's Night" and to say we parents had a glorious time would be putting it in terms too mild. With lots of cake and ice cream, and a one act play put on by the boys, and several other features of interest, a very enjoyable evening was spent. Chairman of the Committee J. B. Lair delivered an interesting speech in which he gave a resume of the progress Troup 45 has made since its organization in April of last year. Scoutmaster Bower also made an interesting talk that was very enlightening to the parents. Assistant Scoutmaster Dyson took a prominent part in the program but begged to be excused from making a speech as he was suffering from an attack of weak knees. The Troup has made wonderful progress and the boys are a happy bunch.

Motorman E. R. Rath was sitting waiting for time to make relief. In one hand he held a newspaper and in the other his watch, but the paper proved the most interesting and when he glanced at his watch he was ten minutes late, so he had an opportunity to read for a couple of hours more.

Motorman F. E. Simmons has returned to his duties after being confined to his home nursing a severe case of flu.

Motorman A. J. Koltenbaugh who has been off duty for several months on account of illness, pays us an occasional visit to remind us of the fact that he is still living. He seems to be suffering from an affection of the spine and while he walks with the aid of crutches, he says he is improving rapidly.

Our sick list has dwindled considerably for this month. Motorman J. G. Cassara who has been ill for several weeks is still off duty but is reported as improving. Conductors L. R. Edwards, W. Watson and R. L. Tobin are the latest to be reported on sick leave.

Vacations are rare these days, but during the month Conductor A. J. Carhart took a week off, and Motorman S. Scheinert rested up for fifteen days.

The sympathy of the Division One employes is extended to Conductor George A. Urbain whose wife passed away early in February.



## Division Three

L. VOLNER

Foreman Robert Reid is side-stepping a Spring tonic by giving his muscles a work-out in his home garden. It is reported he has already broken three long-handled shovels by leaning too heavily on same. All those who will be in the market for nice fresh vegetables should interview Mr. Reid.

On Washington's Birthday, Conductor L. E. Lick and family visited the Orange Show in San Bernardino.

Conductor Jack Liles is off duty on account of sickness.

One cold and frosty morning when every one on the car was wrapped up in an overcoat to try and keep warm, Motorman H. A. Sharp was sweating so freely he had to shed his. Mr. Sharp was learning the duties of a conductor on the "B" Line, and at the morning rush hour was trying to accommodate the passengers.

Harry Tuttle says it won't be long until strawberry shortcake a mile high will be in evidence at his Car Barn Cafe.

Motorman J. T. Martin has been off duty for some time on account of a severe attack of the flu.

During the past month Switchman Walker was off duty several days on account of his teeth. Motorman Johnson acted in his stead during his absence.

Along the first part of February, Flagman Wm. Bailey was off duty for several days on account of sickness. Motorman Jack Critchett waved the flag at Twenty-ninth and Hooper during Mr. Bailey's absence.

It is not often that an extra man gets called for the Transfer Car, but it happened last month. The regular man on this car, Chas. Merrill, failed to show up on time, so his position had to be filled. We could not find out why Mr. Merrill was late, but suppose the alarm failed to go off.

There is one day in this month which, according to Motorman E. L. Burke, is the greatest on the calendar and should receive more attention both locally and nationally. Mr. Burke says since coming to California he almost forgets about it himself. He was talking about the Seventeenth. Mr. Burke will be off that date to celebrate.

Mrs. Rhoda Ruhlin, our efficient Stenographer, accompanied by her daughter and some friends, took advantage of the holiday on Washington's Birthday and visited the Orange Show at San Bernardino. She reports an enjoyable visit.

Jim, the big dog of Mr. Covington's, who was always in evidence at the service station at 28th and Idell, had to be shot a few days ago on account of being badly injured by being run over by a truck. The dog would always meet this truck, as the driver would give him a piece of meat. After getting his meal this day he laid under the truck and went to sleep while the driver was eating his lunch. When the driver returned, he did not see the dog and started the truck, with the above results.

Three former conductors of this Division, namely, C. Lange, A. J. Harper and I. D. Atkinson, are now driving bread trucks. We wish them much success in their new ventures.

Conductor F. J. Bevis and family left on March 1st for an extended visit to relatives in Southwest Missouri.

During the past month an uncle, who made his home with Motorman Fred Stauss in Sierra Madre, passed away. The boys extend their sympathy to Mr. Stauss.

Motorman B. H. Dean has resigned and intends to return to Missouri where he will possibly locate.

While recuperating from a recent surgical operation, Conductor Joe Morris is acting as an extra flagman.

\* \* \*

It is with deep regret we announce the death of Mrs. H. J. Vail, wife of Motorman Vail. Mrs. Vail passed away Sunday, February 19th. Funeral services were held at the parlors of Reynolds and Eberle in Pasadena on the 22nd. Interment was in Forest Lawn.



Mary Lee and Robert. These robust little tots are the children of Conductor F. U. England of Division Four. Mary is three years of age and Robert, fourteen months.



# Division Four

C. J. KNITTLE

Mr.  
and  
Mrs.  
Rei-  
chelt



Married

To the men of Division Four Motorman Erdman Reichelt needs no introduction, but it is a real pleasure to announce his marriage on February 21st and to present the happy couple to his many acquaintances. Mrs. Reichelt was formerly Mrs. Cora B. Priddy. Congratulations, friends, and our sincere best wishes.

\* \* \*

Motorman E. D. Leichliter was granted thirty days rest February 9th.

Motorman W. D. Billips was granted fifteen days leave February 20th to build up his health at Murietta Hot Springs.

Sign in window of a shoe repair shop on W. Washington Street near Rimpau: "Our specially built arches have been officially accepted by the Los Angeles Railway for their employees."

Conductor W. D. Grimes would like to see the robot, that walked down Broadway one day recently and wrote an ad for a local automobile firm, run a one-man car down Main Street.

\* \* \*

The grim hand of death has again reached down and taken from our midst one of Division Four's beloved old timers, Conductor Joe Chappus.

It was in March, 1920 that Conductor Chappus first joined the ranks of platform men and was assigned to this Division. From the time he picked his first regular run Joe's favorite choice was a night run on the Temple and Crown Hill Line. Later, when the lines were re-routed and the greater part of Line "C" was assigned to Division Three, Chappus chose an early night run on the West Adams Line and remained there till December, 1932 when his failing health forced him to take a sick leave. From then on his condition grew steadily worse and just before sunrise on February 27th, little Joe passed away. Heart trouble was given as the cause. He is survived by his wife, Ardessa K. Chappus, one daughter, Marie Margaret, aged sixteen, and two sons, Harold Joseph, aged nineteen and Robert Francis, aged 18.

The funeral was held from Brown

Brothers Funeral Parlor. A beautiful floral tribute expressed the love and sympathy of his many Division Four friends.

\* \* \*

Motorman W. A. Pylon was granted seven days leave, February 27th, to tone up his health at Murrieta Hot Springs.

It was late in the evening of February 24th. The night cars were pulling in and Switchman Frank Ervine might have been observed hustling from switch to switch diverting the cars to their proper berths. Incidentally the wind was strong. Frank was obviously unaware that a heavy trail of smoke was issuing from under the back of his coat. Fortunately a passing autoist observed it and yelled, "Your coat's on fire!" At the same instant the lining broke into flames. Frank, however, extinguished the blaze without getting burnt. Says he must have rubbed against a lighted cigaret. (Or is he just a red hot papa?)

Conductor C. N. Reddick left on March 1st for Springfield, Missouri, on receiving the news of the death of a brother. He was granted thirty days leave.

Conductor L. C. Davidson received an appointment to the Los Angeles Fire Department March 1st.

Motorman E. L. Mason is spending a ninety day leave making improvements on his ranch at Log Cabin, California, a community in the vicinity of Sacramento.



# Division Five

FRED MASON

We are in receipt of a letter from Motorman Ed Shafer who has been off sick for the past three months, and who is now at home in Manchester, Tennessee. Ed says that while they have been experiencing a lot of zero weather back there, he is feeling a whole lot better and hopes to be back on the job in the near future. He sends his best regards to all the boys and if any of you wish to write to him a letter to the above address, Route No. 6, will reach him.

Motorman Tex Bourland made up his mind all in a hurry and dashed off down to San Diego. Said he was unable to stop his car there and just had to keep on going until he landed at the well known spot. He arrived back looking as prosperous as ever and reported a good time.

Conductor H. T. Gollar, who was granted thirty days leave of absence to take a trip back home to Osceola, Missouri, has written in asking for thirty days more. Said the trout season will be opening there shortly, so he was granted the extension and will not be back until April 5th.

Conductor Al Bristol is organizing a fishing trip, so if any of you want to get in on it, get in touch with him and he'll tell you what it's all about.

Four old timers whom we haven't seen around the Division since the first of the year have been appointed permanent flagmen. They are Motorman Frank J. Miller, Conductors L. P. Johnson, G. B.

Lindesmith and J. Hollingsworth. They are getting along fine and like their new work very well.

We have had a few trades during the past month and here they are: Motorman T. O. Camack with Motorman C. H. Stone of Division Four; Motorman George McCollum with Motorman J. E. Watkins of Division Three, and Conductor B. R. Bettell with Conductor D. L. Laird of Division Four. Here's wishing all our best, the best of luck and a hearty welcome to those new in our midst.



This chubby little girl is Miss Frances Rosalie Koerner, three year old daughter of Conductor Bert W. Koerner of Division Five.

On February 11th Motorman Harry Gordon took over the management of the Mesa Coffee Shop at 2319 West 54th Street and is running same in conjunction with the Mesa Hotel at 54th and Sixth Avenue.

From reports received from Conductor F. T. Ginger the recent wild hog hunting trip to Santa Cruz Island was very enjoyable going, but plenty rough coming back. Ginger, accompanied by Motorman Hale and Conductor Sanders, both of Division One, and twenty-six others, brought back eight porkers. Ginger and Hale got one apiece which they were able to bring home, but Sanders wasn't so fortunate. He shot one weighing two hundred pounds which rolled over a ten foot bank and was unable to handle it. Coming back on the boat was just wonderful, according to Ginger. What stopped the boat from tipping over, he is unable to say, and even the thought of eating the porkers didn't at all help. However, he got over that part of the trip and said it was the best meat he'd ever tasted, but never again.

Clerk C. F. Paine is getting ready for some fishing trips and recently purchased a thirty foot pole and everything that goes with it, all of which was delivered to him at the office. With the pole tied securely onto the side of his machine he started home with the pole overhanging about ten feet on each end. He was sailing merrily along on Western Avenue when he thought he espied a young whale, stopped immediately and got ready to cast, but, as Paine himself says, along came an old lobster in a tin can and hit

me right amidships. He said the old lobster failed to make a boulevard stop, but we found out that after he (the old lobster) saw the fishing pole sticking out in front of the car, he thought he was at a railroad track and the gates were up and had a perfect right to cross.

Conductor Champ Clark took a little jaunt to San Francisco recently. He was accompanied by his wife and nephew. Went up the coast route and made the trip north in nine hours and fifteen minutes. Whew!!



JACK BAILEY



Kenneth, twelve year old son of H. Turner, switchman, South Park Shops. Kenneth is an enthusiastic sailor and proud of his ship.

W. D. Smith, of the Mill, was struck down by an automobile and sustained injuries that rendered him unconscious for several hours. He has been at the California Lutheran Hospital since February 11th. If any of the boys would like to call and cheer him up he is in Room 204.

Carpenter Al Dellinger was absent a few days on account of sickness.

Phillip Carrillo, of the Winding Room, did his good turn last month when he found Carpenter Ben Widner's purse which contained eleven dollars and some important papers. We appreciate such honesty among our fellow-workmen.

"It's rather hard to get up and get out from under the nice warm covers so early these chilly mornings," quoth some of the boys lately, but, be that as it may, Electrician T. H. Fowler spent several mornings trying to rent a house.

Electrician Cecil Canales and Carpenter Ray Shollin ventured to Wineville to do a little rabbit shooting. It being Ray's first experience with a gun, Cecil took all the shot out of the shells that Ray was

to use. Of course this was quite a handi-cap but Ray did as well as Cecil.

Any old moving picture films that you may have around the house will be appreciated by Thomas Rocha of the Winding Room. Thomas bought the machine, which was a family Christmas present, from Roy Blaize.

Machinist C. L. Nickles reports catching a twelve pound sheepshead off the breakwater at San Pedro. Were you there, Charlie?"

C. Lock and W. Husky, the two best looking boys in the Machine Shop, got together and had a wonderful time over the week-end at Big Bear.

Four enthusiastic associates of the Truck Shop, Edmunds, Leisure, Mawby and Geiger, thinking that the early worm gets the fish, went forth to try their luck. "Yabut, no worm."

Truckmen J. Mathis and L. Spratt enjoyed a trip to the mountains to play in the snow. Some one told Mathis that by rubbing snow on his head it would produce new hair. Spratt, who is at the head of our jig saw puzzle exchange, had to lay aside his favorite sport and pull Mathis out of all the snow drifts, feet first.

Nick Costa, chief sawdust vendor of the Mill, is getting just about as broad as he is tall. We fear for the future of our Nick upon the repeal of the 18th Amendment.

Several of the boys paid a visit to the harbor to see "Old Ironsides." About the most enthusiastic attendant was our Electrical Clerk L. Griffiths. The first thing he noticed was the stamp of the Crown of England upon these guns. He says, "That is a poor example for 'Buying American'."

J. Hines, of the Paint Shop, has been absent some time suffering with a very angry boil.

J. Foote, of the Paint Shop, answered on the sick list a few days last month.

Carpenter H. V. Campbell, thinking to give the family a treat, oiled up the old Chevrolet and started out for a frolic in the snow at Big Pines. Being used to hard knocks Hessian thought nothing of it when the old car began to spit and miss, but when the cylinders began to pop up thru the head he thought he had better turn towards home. It was probably too cold up there anyway.

Saturday, February 25th was free lunch day at Bell, California. All restaurants and cafes on that date gave away FREE hot cakes, syrup, coffee and butter. Carpenter H. McDonald, a resident of that fair city bore invitations to our Shop boys. Scotty Wilson, Scotty Frew, Scotty Calderwood, Scotty Tripney, Scotty Skinner and Scotty Atkinson all enjoyed the day to their fullest extent.

Much interest is now being manifested by the Soccer players as an order for suits is being anticipated. Blue and white has been selected as the Club colors. Although the team got a late start this season we are in hopes of contacting some minor teams for a match game. W. T. Reynolds, our Club Manager, plans to enter a creditable team in the local industrial League next season. There is a sufficient number of employees interested

in this clean sport and we have some promising material, as every man on the team is a good man to boot. We promise our readers a picture of the team just as soon as we can get all dressed up.



J. H. McCORNACK

We wish to introduce our new men in the service. They are R. L. Anderson, F. R. Cummings, W. T. Gibson, D. E. Houghton, C. W. McVicker, R. P. Moebus, S. J. Peterson, V. L. Tunnell, G. V. Winnor and T. J. Wiley.

Superintendent C. O. Morse has been off sick for the past few weeks. Although he is showing decided improvement the doctor wishes to keep him at home for a short time yet.

R. Rolands is a poor substitute for Prometheus. He ran so short of fuel out at 106th Street that G. Buckman had to celebrate Washington's birthday by chopping up a bench.

C. L. Corey and W. Dailey are to be notified that the Big Ben people are coming out with a bigger and better product.

Mr. R. Crume has changed over from operator to conductor so he will have more time to play chess. He thinks he plays a real game now since winning from C. Brinkman. C. Tatum is the big fan of the Division now. He visits all the championship games.

George Gaylor is breaking in on Normandie. He is following G. Buckman.

Al Johnson has resigned after seven years of service to join a quartet up in San Francisco.

We are sorry to lose Supervisor O. W. Mills who has been with us for six years.

C. V. Coleman has been working in the office for the past few weeks as relief dispatcher.

Ray Hansen resigned to go back with the Fisk Rubber Company in the capacity of adjuster. He was formerly employed by them for five years at Denver.

Mr. Stinkie Davis, alias "The Chump" wishes to express his deep and sincere thanks for the thoughtfulness of the two popinjays that cast their ballot for him in the election of a director of the Provident Fund.

### GARAGE

That new building in the Machine Shop is Walt Dewhirst's office. Walt says it has nice large windows for him to see out of but the remark has been overheard that those large windows were made to look in at the rare specimen.

Doyle Rishel attended the Foreman's Club meeting last week—that is—after he called up his home and found out where it was to be held.

The boys have had an election and George Oliver will be the Captain of our Night Soft Ball Club this Spring.

The Square and Compass Club was well represented from the Garage this month. The boys took Charles Hardy of the Third Shift with them and made him a new member.

Jack Savage went to Lake Arrowhead

during our last snow storm and claims he was the only one out of two thousand that got through. It is thought that he accomplished it in the same way that he backed that G. M. C. off the pit.

George Riggs ran onto some rain soaked roads at Bakersfield and landed in the hospital with a compound fracture both above and below the elbow of his left arm. He is now at the California Hospital and likes visitors.

F. L. Land and C. Fletcher have received instructions in operating and are all set for a nice special run to the beach.

Bill Baker has been off work several weeks with the intestinal flu. He says John Keller sure got behind while he was gone.

Along towards Spring a young man's fancy—well, L. Hume says the sun rises and sets in that girl friend of his. Lee Bignall is about as bad off.

John Keller has appointed Tom Juris as his successor as Mayor of "Gravy" Acres and is moving to town.

F. Claudino had to desert his car on the way home from work. Somebody put a piece of limburger cheese on top of the motor.

Ed Morey of the Stock Room lost his purse with \$50.00 in it.

Buck Jones is breaking in his new dress suit by dining and dancing at the Beverly Wilshire Hotel.

The wash rack boys are wondering why the shy Mr. S. Campbell shows up dressed fit to kill when he comes to work at night now.

Dean Ovard is trying to gain some weight so that his feet will not look so large. The Battery Shop say they look terrible on those little legs.

The Garage has three soft ball teams now that play in a very exclusive league all their own. They are No. 1 of the Wash Rack and No. 2 and 3 from the Garage. It is said that No. 3 has the poorest players but they are way ahead. They get up to bat between that mass of muscle of a battery on No. 2 team and become so scared that they just start swinging and when the ball comes along away it goes. Then they think that they have done something wrong and run away so fast that they go clear around the bases.



F. F. ROBEY

#### DIVISION ONE

If you want the low-down on either a "Plymouth" or a "Chevy" get Clay Heywood or Bill Christmas warmed up and you will hear about everything from radiator to rear end.

F. B. London and E. I. Highbaugh are on the sick list.

W. F. Mullins, who has been off several weeks with an eye infection, has returned to work feeling fine.

We know Spring is here because J. E. Griffith is busy setting out fruit trees on his ranch in Perris Valley.

Another good sign of Spring is that Miss Geta Mays, Forewoman of Cleaners, has put away that old winter hat.

John Glynn has been absent several days with the flu but we hear he is on the mend. Hope he'll soon be back because we miss that smile.

E. M. Angel is spending his available week-ends at Palm Springs. E. M. always did have class. Oh yes, he takes the wife along.

The wind sure blew here on the 24th. It caused our old friend Sam Ackerman to lose his mustache. It's an ill wind that doesn't blow some good.

Our Assistant General Foreman, F. F. Robey paid us a visit one night recently and checked conditions in general. As we have heard no complaints from his visit to date we hope he found everything O. K.

We are sorry to hear of the sickness of the wife of I. Soter, Car Cleaner, and hope she will soon recover.

#### DIVISION TWO

Wilbur Welch, Relief Watchman, has been suffering the past week with a dislocated rib. Says he doesn't know how it happened but is glad he is feeling better.

P. W. Brown of Division One spent a few minutes the other day just looking over Vernon Yard and checking up on his old team-mates. They were glad to see him again.

J. A. MacKay was absent a few days on account of sickness, but is back on the job again as good as ever.

#### DIVISION THREE

T. C. Eddy, Night Watchman here, says he and his pal, the cat, let nothing get by them. It's true the cat follows T. C. around like a well trained dog.

L. Morford has returned to work after a long spell of sciatic rheumatism.

E. Scheffer and V. C. Gravley are still on the sick list.

Ward Shelton has been transferred from Division Three days to the Wheel Room at South Park Shops. Ward says he will do his part to keep down the high flanges. Lots of power to you big boy.

When Lee Crump sees the spiffy paint job on Car 1533 he will realize he has a dangerous rival at this Division.

J. Kincannon has returned to work after several weeks of sickness.

#### DIVISION FOUR

"Shorty" Johnson was seen coming to work the other day with colored glasses on. After questioning him for some time we found out he had run through a stop signal on his way to work. Did he get a ticket? How about it "Shorty"?

Cecil Gerrard went out to Palmdale rabbit hunting and returned with seven fine bunnies. Not so bad for an amateur.

George Lee has been absent for a few days on account of his wife having a very serious operation. He says she is getting along fine and we are all glad to hear it.

Ray Crowthers came to work the other day with his face all swollen. One of the boys asked him how the other fellow looked, but Ray only laughed and said he had a tooth pulled. Well boys you know a poor excuse is better than none at all.

Harry Ogden is still on the sick list but getting better.

#### DIVISION FIVE

Olon Dewberry is teaching his boy to fly a kite, roller skate and fish. Olon has been off duty for two months with a broken thumb.

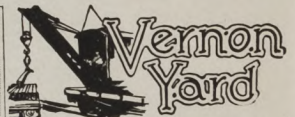
Citizens of Hawthorne take warning, Ralph Nokes has moved to your city and is to start a chicken ranch.

Anybody wanting clocks repaired see Wheeler Ellis and G. P. Macqualter. (And the clock stopped).

Charlie Shelford would like loud speakers installed on the cars for the other night, when transferring from Line "9" to a Line "7" car, Charlie went right back to the same place he had left a half hour before.

The people of Hawthorne thought for sure that they had an entry for the next Olympics. Red Fulton was seen running after a boy on a wheel. We find out that his son's wheel had been stolen a week before. Red gave chase but the boy got away.

The boys all wish to express their sympathy to Isaac C. Gordon, Car House Foreman of Division Five, whose wife passed away on March 5th.



H. I. SCHAUBERT

Sam Mouser paid a visit to the Yard the other day. He had just returned from a trip to Seattle and has plans made for going to work on the new aqueduct job. Sam looks well and asks to be remembered to everyone.

Met Jim McArdle down at Hawthorne the other day. Same old easy-going, optimistic, Jim. He insists that we have finally got around that "corner."

Pete Larsen feels so good now following his operation that everything is O. K. by him. He even uses curve grease to paint roofs.

Axel Veberg was off for a couple of weeks during the past month nursing a sore back.

Cal Simmons suffered an attack of rheumatism last month and spent a few weeks at the hot springs. He told the boys about the medicine prescribed for him, and all agreed that rheumatism can't be so bad. Oscar Fleetwood says that an ounce of prevention is worth a pound of cure, and that he never expects to have rheumatism.

Phil Diebert returned to work last month after being laid up for four weeks pathy in the loss of his wife who passed with bronchitis.

If you don't happen to like Henry Rishel's new truck, it would not be advisable to tell Henry.

Johnny Lindenfelt, observer; Don Grant, chauffeur and first footman; Angelo Bevilacqua, second footman; Andy Egan, director. That's the line up for a modern Los Angeles Railway survey party. Yoo! Hoo! And all on account of the new station wagon (nee Ford truck) furnished by the Company for a common, ordinary, gang of squint eyes.

Short month. Short news.