

TWO BELLS

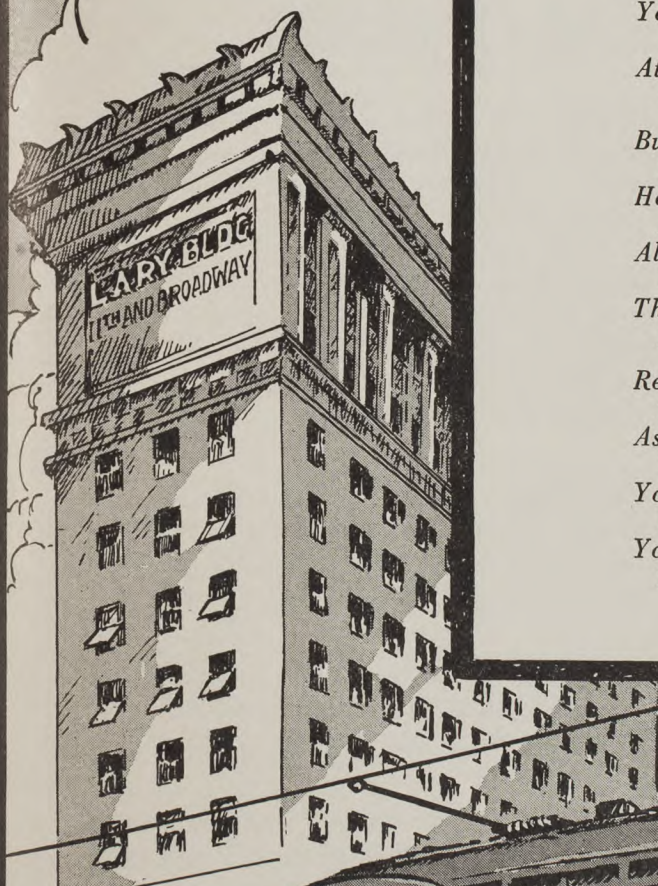


MEMORIAL DAY

*SLEEP, comrades, sleep and rest
On this Field of Grounded Arms,
Where foes no more molest,
Nor sentry's shot alarms!
Ye have slept on the ground before,
And started to your feet
At the cannon's sudden roar,
Or the drum's redoubling beat.*

*But in this Camp of Death
No sound your slumber breaks;
Here is no fevered breath,
No wound that bleeds and aches.
All is repose and peace,
Untrampled lies the sod;
The shouts of battle cease,
It is the truce of God!*

*Rest, comrades, rest and sleep!
The thoughts of men shall be
As sentinels to keep
Your rest from danger free.
Your silent tents of green
We deck with fragrant flowers;
Yours has the suffering been,
The memory shall be ours.*
—H. W. LONGFELLOW.



My Mother

Mother's Day May 14th

My mother she's so good to me,
Ef I was good as I could be,
I couldn't be as good—no, sir!—
Can't any boy be good as her!

I don't like her to punish me—
That don't hurt,—but it hurts to see
Her cryin',—Nen I cry; an' nen
We both cry an' be good again.

She loves me when I'm glad er sad;
She loves me when I'm good er bad;
An', what's a funniest thing, she says
She loves me when she punishes.

She loves me when she cuts an' sews
My little cloak an' Sund'y clothes;
An' when my Pa comes home to tea,
She loves him most as much as me.

She laughs an' tells him all I said,
An' grabs me up an' pats my head;
An' I hug her, an' hug my Pa
An' love him purt' nigh as much as Ma.

—James Whitcomb Riley.

"Now Is the Time for All Good Men"

D ID YOU REGISTER? And will you vote in the coming final election June 6th? Or will you decide it is too much trouble and not worth the effort? Are you one of those who say of voting: "What's the use? After all, what difference does one vote more or less make?"

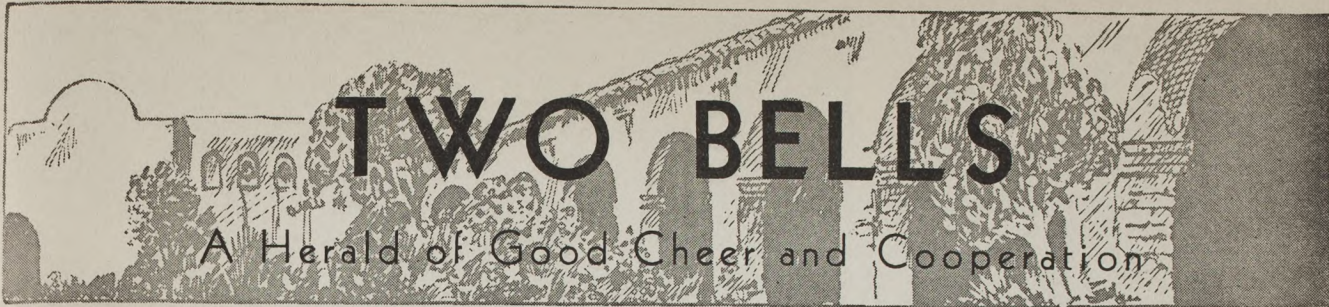
If that has been and continues to be your attitude, you are failing in your duty as a citizen. Your one vote may not seem important; it probably will not be the deciding factor in putting a candidate into office or in passing new laws. But there are thousands like you; and when you individually fail to vote you are joining with them to create a real menace to your country and its institutions. The collective vote of these thousands might be the determining factor in any election.

In theory, this is a government by majority; in practice it is nothing of the sort. Interested and sometimes dangerous minorities rise to power, venal or incompetent men obtain office, and bad measures may be passed or good ones defeated, merely because you and others like you thought one vote more or less wasn't of any consequence.

Since the only definite expression of citizenship we have is by the ballot and since it is the voice of many ballots in unity that determines issues and leads government we are discarding our heritage when we refuse to do our simple political duty.

Politics is the science of government. If we wish to have a hand in our government we must find out what makes it tick. No one but ourselves can deprive us of the right of self-government. Nothing but our own laziness can keep us from the polls.

Be sure to vote. How you vote is for you to determine. You'll have to make up your mind as to that. But do not fail in your citizenship. Vote!



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Number Five

JANET C. McNEILL

Publicity Manager and Editor

An Appeal to My Fellow Employes

By S. A. BISHOP
General Claim Agent

A review of this Corporation's expenditures on damage claims for the year 1932, makes plain that while the amount expended during last year was substantially less than the previous year, almost as large a per cent of gross earnings was wasted in liquidating liability claims as heretofore. I take little pride in contemplating the reduction in cost of such settlements when our revenues are decreasing almost in the same proportion. I feel certain that we can do much better.

Having had a long experience in both claim work and the operating department of the railway business, I feel considerable assurance that the employes of this Company will cooperate to the end that we bring about substantial reduction in damage payments, if every man can be shown what he can do to effect this much desired result.

There is nothing so very intricate about determining whether an accident is a liability to the Corporation. It is true that attorneys and claim men, having more intimate knowledge of statutory requirements, may discern a liability where a layman may fail to do so, and yet usually liabilities are determined by the facts of the accident; in other words, any trainman himself may have a very accurate opinion as to such liabilities.

The motorman, conductor or bus operative should realize that if an accident was due to any fault or failure on his part, the Company is liable in damages. There can be no question but that we can substantially reduce such accidents. Every conductor should use even a little more vigilance than is being exercised now, to the end that no car is started while passengers are getting on or off; every motorman should approach all cross-

ings at all times with his car under control and sound the bell as the car approaches such crossings.

The operation of a bus is no more intricate than that of an automobile, and the rules of the road are well known to the operators of such buses, and again it is just a question of vigilance and careful observation in order to preclude liability accidents.

In these times when economical operation of this Corporation is compulsory, I believe that every employe on the payroll should see to it that the revenues be reserved for the legitimate costs of operation, for materials and wages. I am very hopeful that every man will do his part to bring about a substantial decrease in expenditures for damage claims, thereby serving his own best interest.

All together men—let's go!

Pictures Shown at Monthly Meeting

The regular monthly meeting of the supervisory forces of the Mechanical and Garage Departments of the Los Angeles Railway was held in the Instruction Room at Division Two on April 8th.

The meeting was called to order by F. T. Burchett, chairman of the day, who announced that this would be a change from former meetings as the General Electric Company had furnished moving pictures for the occasion.

Mr. Harrington and Mr. Savage, of the General Electric Company, took charge of the meeting and exhibited the following reels: Making of Salt, King of the Rails, Incandescent Lamps, Mountains of Copper, and Automatic Welding (in two reels). A comedy skit, "The Kat and the Kit," wound up the program which proved very entertaining and instructive to all present.

H. E. Jordan expressed appreciation to the General Electric Company and its representatives for their kindness and announced that the next meeting would be in charge of the Garage.

Favorable comment was passed before the meeting closed on the manner in which the fenders and steps were being picked up by the Garage Department at the present time.

J. E. STEENROD, Secretary.

Evergreen

By GRACE FREEMAN PEASE

(Written on the occasion of her mother's ninetieth birthday.)

Youth is not all in golden hair,
Satin smooth skin or dancing feet;
Lips curved for kisses; flesh aware,
Cheeks like a flower, or Beauty fleet—

Youth is a song, a joyous heart;
Zest of the trail and rugged slope.
Youth is a fearless, flaming dart,
Soaring to reach a treasured hope.
Youth is a rich and joyous glow.
Time cannot wrinkle souls that grow!

(All rights reserved)

West Adams Renewal

A big reconstruction job has been started by the Engineering Department on West Adams from Western to Arlington. The 60 lb. 6 inch rail that was a part of the old Pacific Electric system taken over by the Los Angeles Railway is being replaced with standard 116 lb. girder rail.

Taking Things For Granted

By JOHN COLLINS
Supt. Meter-Mileage Department

There is always a certain amount of confusion in changing from the old to the new, the more complicated the change the greater the confusion. But, regardless of any change that may be made, there is but one way to handle certain situations.

In pulling out or in you meet similar conditions to those encountered on your regular line, a switch is a switch, a track crossing is a track crossing, and a traffic signal is just a traffic signal, and so on along the line.

In the March issue of Two Bells attention was called to observations that should be made as the car is started. The time of day, condition of the weather, or how one feels do not enter into the proposition in any way. Some men paid no attention to the March warning. It meant nothing to them as they knew all there was to know about switches, curves, crossovers, and other things pertaining to the work. A man is taught how to do the things that he is hired to do.

In running against a switch point, whether it is an electric switch, a dead switch, or one that is supposed to be locked, the man operating the car should know that the switch is properly set before he allows the car to enter it. No man gets so good it becomes unnecessary for him to observe this rule.

It is exactly the same with the cross-over rule. If you obey the rule you will have no trouble but if you gradually become lax, and begin to take things for granted, you will meet combinations of events, all timed to perfection, and this exact balance of circumstances will result in a collision of cars and the operator's dismissal from the service.

There is but one way to handle certain things and that is the way you were told to handle them.

Taking things for granted is one thing operators on the one man cars must guard against for, as you become more familiar with your work, there will be a tendency towards over-confidence, then the taking of things for granted. When this condition exists there is no longer any mind action and without mind action anything is likely to happen.

Traffic or heavy loads may delay you to some extent but, as a rule, other cars are held up by the same cause. An accident, however, not only delays your car but those that follow as well, besides taking car out of



Left to right: Angelo Luis Bevilacqua, Andrew Campbell Egan, Donald Blaisdell Grant and John Adolph Lindenfeld.

service, causing a break in the headway, and starting into action certain other more or less destructive forces.

It makes no difference how much you may know about street car work—do as you were told to do it. Stick to this principle and you will not go wrong.

Division Five Steals Second Place

For the first time since April, 1929 Division Five has taken possession of second place for average witnesses per accident in April, 1933, pushing Division Three into third position, although Division Three made a very slight gain over March. Division Four dropped quite a lot of points and Division One also lowered the March figures.

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

March	April
Div. 4.....5.86	Div. 4.....5.43
Div. 3.....5.00	Div. 5.....5.22
Div. 5.....4.73	Div. 3.....5.03
Div. 1.....4.05	Div. 1.....3.90

The number of accidents increased during April. There were 857 accidents in April and only 818 in March.

The average witnesses per accident for all Divisions in April was 4.91. This is a little better than the March average of 4.85.

Truck 145 and Its Gallant Crew

This, boys and girls, was intended to be the picture of the latest piece of equipment purchased by the Company, a Ford truck, to be used by the survey party.

However, who could look at a truck, with such a group of masculine pulchritude draped over it: that bee-utiful curly hair of Angie's,—those dancing blue eyes of Campbell (and he was a "camel" until Charlie Netz showed him how to do funny tricks last Christmas with giggle water, matches and waste paper baskets),—and Blaisdell's winning smile (it's a winner, too, because he has already convinced Campbell of the possibility of using the truck for peddling oranges),—or the graceful form of little Adolph, so artistically arranged on the rear fender.

Nevertheless, the truck is a useful piece of transportation, provision being made, not only for carrying equipment, stakes, etc., but also there is ample room in its copious interior for the safe and comfortable journeyings, thither and yon, of all the above-mentioned Adonises.

Look carefully children, there IS a truck in the picture.

Reconstruct Curves

The reverse curves at Central Avenue and Eighth Street are being reconstructed.



Standing, left to right: Edgar Ramsey, A. M. Reid, C. E. Tatum, Leland E. Dye, President, J. H. McCornack, Herman Steiner, B. H. Eaton, Vice President, George F. Goehler, C. Brinkman, Howard Taylor, Clyde Fly, A. L. Davis, Dick Graham. Seated: J. W. Murray, J. R. Robert, F. P. Shull, Secretary, S. Bennett, J. M. Adams, L. F. Sparks, Walter Whiteside, G. G. Scott.

Chess Club Elects

The Los Angeles Railway Chess Club held their first election on April 17th and named the following officers: Leland Dye, President, B. H. Eaton, Vice President and Frank Shull, Secretary.

The Club has gotten off to a flourishing start. They have held several sessions of instruction with George Goehler at the instruction board. Through the efforts of Mr. Goehler, the Club had a distinguished visitor at a recent meeting, Mr. Herman Steiner, one of the foremost players of the world. Mr. Steiner gave the members a short talk and illustrated by some situations on the instruction board.

A number of the members expect to attend Mr. Steiner's tournament at the Hollywood Athletic Club.

The instruction board made by B. H. Eaton and presented to the Club has proved of great value in the instruction work.

The Chess Club is starting a tournament where each player plays every other player to determine the ratings of the various players and from this list will be picked the eight best players for entrance in the Beacon Class B tournament.

The Club invites employes of the Company to visit the Club any Monday evening at Division Four Instruction Room.

Ladies of Veterans

Here is the news a good many of you folks have been waiting for, the results of the meeting held on April 26th.

At this meeting the Los Angeles Railway Veterans' Club Auxiliary was formed with a charter membership of twelve.

Through the assistance of Commander Angel and Past Commander Culver the first meeting proved most satisfactory and far-reaching results were obtained through all those present.

After a very careful and thorough explanation of the Constitution and By-Laws of the Veterans' Club by Past Commander Culver we elected the following officers who will preside until the first of the coming year: President, Mrs. Alice Deane, Division Three; First Vice-President, Mrs. Helen Nelson, Division Four; Second Vice-President, Mrs. Gladys Gordon, Division Four; Secretary, Mrs. Esther L. Williams, Division One; Treasurer, Mrs. Sarah Cook, Division Five; Chaplain, Mrs. Amy Jackson, Division Four.

We are most desirous of building up our membership to more than equal that of the Veterans' Club, and with

the co-operation of all those eligible to join our Auxiliary this can be accomplished.

Wives, daughters, mothers and sisters of members of the Veterans' Club are eligible to become members of our Auxiliary, also any employee of the Los Angeles Railway who has a similar relationship to a veteran of any organization so long as he has an honorable discharge from any United States military group or its allies.

Applications for membership may be sent to the Secretary at 4904 Lincoln Avenue, or call MICHIGAN 4211, Station 723.

Ladies, ask your husbands to watch for further notices which will be posted on the bulletin boards of the various divisions.

Plans for a public installation of officers are being discussed, and with the kind co-operation of the Veterans' Club we expect to have a BIG TIME ready for you in the very near future.

Get behind the guns, Girls, and help us to make our Auxiliary a true fraternal group.

ESTHER L. WILLIAMS,
Secretary.



Here we have three games of the Division Five Checker Tournament under way.

From left to right, seated, the players are: Conductor M. C. Howard, Motorman Esco Butcher, Motorman R. V. Hildebrand, Conductor D. D. McClurg, Conductor Mike Phelps, Conductor J. H. Smith, Motorman R. G. Mathias, Conductor Bill Lane and Motorman W. G. Caldwell. The spectators, standing in the background, from left to right, are Motorman M. Sweeney, F. J. Mason, Conductors Myron Taylor and Ed Link, and Motorman Otto Schoff.

Just after the picture was taken and the smoke had cleared away, in comes Motorman "Tex" Bourland, who finished fourth in the tournament. There was nothing else to do but have the camera man unpack his camera and "shoot" him all by himself, so we inserted him and he appears standing at the extreme right looking over the shoulder of Bill Lane. How he got there is the photographer's secret.

Division Five Checker Tournament

Division Five is very proud of its checker players and if any of the other Divisions would like to take them on, we would like to hear from them.

Following is how the boys finished:
Final Standing of Division Five
Checker Tournament

Name	Won	Lost	Drawn	Pct.
Caldwell, W. G.....	34	5	5	.829
Mathias, R. G.....	31	8	5	.761
McClurg, D. D.....	31	11	2	.727
Bourland, J. E.....	27	13	4	.659
Lane, W.....	26	16	2	.613
Hildebrand, R. V.....	22	19	3	.534
Taylor, M.....	19	24	1	.443
Howard, M. C.....	15	27	2	.363
Smith, J. H.....	15	27	2	.363
Phelps, M. B.....	14	29	1	.329
Ginger, F. T.....	11	30	3	.284
Butcher, E. U.....	3	39	2	.091

Soft Ball

Captain George Oliver of the Garage piloted his Soft Ball Club to four wins out of five games last month. His Club has defeated the Los Angeles Motor Coach 16 to 3, the Huntington Park Stars 6 to 2, the Whittier Athletic Club was handed a shut-out of 12 to 0 and the Huntington Park American Legion were let down 5 to 3.

The Club's only loss was to the King Tile Company 4 to 10. George has a game every Friday evening at the Hoover and Manchester diamond. This club is worth going to see.

Veterans Doings

Our Adjutant, Jimmie Madigan, is recuperating at the California Lutheran Hospital from an operation and we are lost at our meetings without him. Here's hoping he will be with us soon.

The meeting held at Patriotic Hall on the 22nd of last month was a success despite the fact that only a few of the boys, and their families, turned out. Eight new members were initiated and welcomed into the Club. Past Commander Sam Deane had arranged a very good program which went over big. Following the entertainment everyone retired to the dining room where a lunch was served and everyone joined in a "talk fest."

All those who attended the meeting on April 18th, of the Canadian Legion reported a very pleasant evening, and all were much impressed with the drills, etc., put on by the Police Post.

Los Angeles Railway Veterans' Club Auxiliary, how does that sound? Past Commander Culver inaugurated the Auxiliary at a meeting held at Patriotic Hall on the 26th of last month. Twelve wives of veterans were present and signed up as charter members.

The newly elected officers immediately started to frame their Constitution and By-Laws and it will not be long before you will hear a lot more

from the Auxiliary. They will hold a meeting some time in June, at which time they hope they will be able to sign up many new members. So please watch the next issue of Two Bells for the date.

A committee has been formed to arrange for the annual picnic of the Veterans' Club. All who attended the beach party at Cabrillo Beach last year will be looking forward to a good time this year. If a suitable place can be found within the city, it will be held within easy reach of all. Watch for more about this later, but keep it in mind.

Dennis Gragg Takes Over Cigar Stand

The cigar stand in the lobby of the main building has a new proprietor in the person of Dennis Lee Gragg who has put in a brand new stock of cigars, cigarettes, candy, soft drinks and a variety of tempting nicknacks.

Dennis has had his whole family down this last week scrubbing and polishing up the stock until even the apples reflect the smiles of the patrons.

Mr. Gragg first joined the Los Angeles Railway as a Conductor out of Division Five November, 1911. He was appointed a Supervisor April, 1914, but returned to the platform service as a Conductor August 1, 1921. He was placed on the Special Roll July 26, 1932. We wish Dennis success at his new venture.

Square and Compass Has Good Time

It was the night before Easter that Brother E. L. Lewis gave the Square and Compass Club a very interesting lecture on the growth of Los Angeles and the mode of transportation through the years. His lecture was supplemented with stereoptican slides, showing pictures so old that the dates had been forgotten. It was an educational treat, and we hope that Brother Lewis will be with us soon again with some more from his wonderful store of knowledge.

Everyone seemed to enjoy that corn-cob pipe of his while Walter Trask's entertainers put on one of the finest shows we have seen for a long time. Walter promises more and even better in the future.

Brother Harry Tuttle was right on the job and justice was done to his refreshments by the hungry mob.

The degree team was glad to get back in harness April 18th when they did their stuff at Angeles Mesa Lodge and we welcome Brother W. B. Mills of Division Five. We also welcome Brother Ed Swanson of Division Three who got his from the degree team at Eastgate Lodge on the night of April 20th.

Now fellows, please don't forget the next meeting and dinner and some mighty good entertainment will be at Boos Bros., at 319 W. 5th Street, Saturday night, May 20th at 7:00 P. M. sharp, and if you don't enjoy yourself, blame no one but yourself. We'll be seeing you.

That big picnic is coming off real soon, so get your families and sweethearts ready to be there, and grab off some of the honors. Watch for the Bulletin announcing the place and the date. Be assured that you will not be disappointed.

Fraternally yours,

WALTER J. BORN,
Recording Secretary.

Commendations

Commendations increased 13 with a total of 35 for April against 22 for March.

The number of men commended at each Division in April is as follows: Division One, 6; Division Three, 15; Division Four, 26; Division Five, 3.

Mickey Mouse Patrol And Their Fireplace



The boys in the Troop 45 Scout group are, left to right: Irvin Granich, Robert Boston, Oscar Durand, Vernon Farmer and Holbrook Lair.

The Mickey Mouse Patrol of Troop 45, Boy Scouts of America, are cooking their first meal over their new outdoor fireplace in the back yard of Holbrook Lair, Patrol Leader, son of Foreman J. B. Lair of Division One.

The boys gathered the stones on various auto trips and helped build the fireplace. The incentive for this project is a contest which is being sponsored by the Tenth District Parent-Teachers Association and the Los Angeles Playground and Recreation Department.

Troop 45 was well represented at the President's Day Parade at the Coliseum on Sunday, April 30th. The boys got their share of ushering and had a general good time.

Boy Scouts

As the charter of Boy Scout Troop 45 expires on April 30th it is necessary for the Troop to re-register.

Altogether there are forty Scouts registering. Eighteen are in the Tenderfoot Class; ten are Second Class; eleven are First Class, and one is a Star.

Last year when the Troop was organized there were seventeen members in all, most of whom now hold offices in the Troop or Patrols.

On Saturday and Sunday, April 29th and 30th, the Troop again visited Pa-coima Dam, leaving Division One at 4:00 o'clock on Saturday. Details of this hike will have to appear in the next issue of Two Bells.

LYNN WEBER AND BOB BOWER,
Reporters.

Police Department Entertains Canadian Post

Canadian Legion Post No. 10, under the leadership of D. H. Johnston, Commander, was entertained by the Los Angeles Police Department on Tuesday night, April 18th, in the Main Auditorium, Patriotic Hall, and about one thousand members and friends were present.

The Honorable W. M. Gurney, O. B. E., British Consul for California and Arizona, commended the Canadian Legion for the good it was doing.

Honorable Mayor John C. Porter spoke in well-chosen words befitting the occasion. Other officials of the city and county, or their representatives, were present.

Fifteen Posts of the Canadian Legion were represented. The Los Angeles Railway Veterans' Club and the Los Angeles Railway Square and Compass Club also were guests.

A telegram was received from Governor James Rolph, Jr., expressing his regret that he could not be present, and the following telegram was received from Mary Pickford: "So sorry I cannot be with you April 18th. Have delayed answering hoping it could be arranged but I shall be out of town. Wanted the opportunity of telling you how proud and honored I was by the services last Sunday. Appreciate so much your thought of me and send my greetings to you and all the members of the Post. Sincerely yours, Mary Pickford."

The entertainment consisted of a band concert by the Los Angeles Police Band, Captain H. L. Signor, Director; fancy pistol shooting by the International Pistol Champions, Deputy Chief James E. Davis, Director; First Aid Group from Georgia Street Receiving Hospital, Police Surgeon Sebastian, Director; Drum and Bugle Corps and Rifle Drill Team directed by Sergeant Jack Guyot, gave exhibitions; sensational radio demonstration by Chief of Police Roy E. Steckel.

Honorable W. M. Gurney, O. B. E., was made an Honorary Member of Post No. 10, and invested with a Legion Hat, for services rendered the Legion in the past.

Refreshments were served by the Ladies' Auxiliary immediately after the conclusion of the entertainment.

The meeting was a huge success and it is hoped that another such meeting will be put on again in the near future.

Poisonality Colyum

Frank Shull of the Engineering office is leaving on the 10th of next month for somewhere. He has a collection of vacation folders on his desk and may go to Honolulu or he may go to Paris, anyway, he is to meet Harry Nordmark at the Chicago Fair. Harry is planning to go to New York by way of Chicago and return by the Panama Canal. These two seem to have caught up with that Prosperity that was just around the corner.

Jim Murray says it's because Frank and Harry aren't married that they have so much money to run around with. As for Jim, he is going in for tropical gardens. He has already accumulated several seed catalogs.

The bicycle craze has hit the younger set in the company. Miss Ella Christensen was practicing on her bike the other day, ran into a parked auto and took a spill over the handle bars. Yes, shorts are quite the thing for biking, but don't line up along the speedway, boys, Ella wears slacks and a sweater. Legs are not so easily skinned in a spill.

Ed Ramsey of the drafting room is resplendent every Sunday, now, in a brand new suit, shoes and hat. The suit is a nifty brown salt and pepper. George Campbell looked over the records and found that this is Ed's first new suit in twelve years. Ed says it's all paid for.

Bill Snyder and Bill Mott planned to go to the mountains on a fishing trip but the big black rain clouds scared them and the trip is planned for better weather.

Marjorie Mullenbach of the Claims Department is spending her vacation at Santa Barbara and Carmel.

Rose Lang of the Auditing Department is vacationing at San Bernardino.

J. C. Yarbrough, Assistant Auditor, and his brother have gone to Oklahoma to visit their mother and father.

Supervisor W. E. Gillebrand is using his vacation time to build a retaining wall around his home.

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

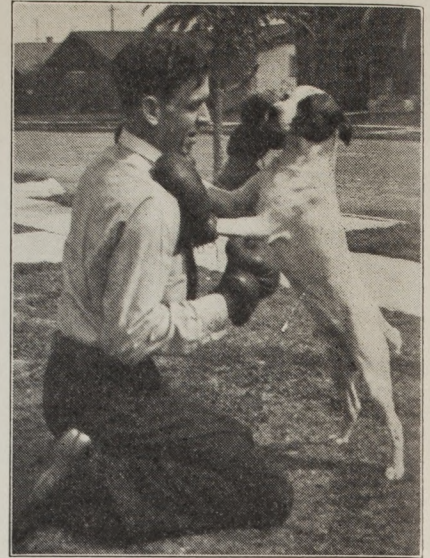
Division	Loss of Courtesy				Loss of Safety			
	Mot.	Cond.	S.O.	O.M.	Mot.	Cond.	S.O.	O.M.
One	0	0	0	..	7	2	1	..
Three	0	0	..	1	8	2	..	7
Four	0	1	..	1	10	3	..	13
Five	0	1	..	0	11	1	..	9
Totals.....	0	2	0	2	36	8	1	29

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

Baseball

The Los Angeles Railway Baseball Club won three out of their four games last month. They have defeated the Huntington Park Elks, the Holy Name Club and Oswald Bros., and were defeated by the National Military Home.

Captain Taylor's Club is now a regular member of the Association and will play at Van Nuys on the afternoon of May 7th, and they have received a cash guarantee to play at Needles May 14th. The Club intends to travel there by auto on Saturday afternoon and stay over night and have an enjoyable outing along with showing the Needles just how baseball should be played.



Motorman M. E. Pennington of Division Four goes a few rounds with his sparring partner, Bonzo.

Complaints Increase

April records showed an increase of 26 more complaints than were received in March. The classification to show the largest gain in the number of complaints was Service with 16 more than in March. The next highest was Miscellaneous with an increase of 8 and Discourtesy with 3.

Passing Up Passengers. Carrying Passengers Past Stop, Dangerous Operation and Short Change each increased 1.

Only two classifications showed decreases. Fare and Transfer Trouble, 4 less, and Starting Too Soon, 1 less.

Comparative figures for March and April are as follows:

Classification	Loss or Gain		
	Mar.	Apr.	Gain
Discourtesy	16	19	3
Fare and transfer trouble..	51	47	-4
Starting too soon.....	2	1	-1
Passing up passengers.....	1	2	1
Carrying passengers past stop	6	7	1
Dangerous operation.....	0	1	1
Short change.....	6	7	1
Service	3	19	16
Miscellaneous	27	35	8
Totals.....	112	138	+26

Smoker Fires

This summer when you go camping or hiking, or when you take a drive through mountain roads, be more careful than ever that your cigarette stubs are entirely out when you throw them away. This goes for cigars, too, though they are not the fire hazard that cigarettes are. Let's do our share to save the trees and watersheds.

According to the annual report just issued by the Conservation Association of Los Angeles County, the carelessness of smokers caused the greater portion of the forest fires last year in the National Forest in Los Angeles County.

The fire season of the Angeles Forest officially closed with rain and snow about the 15th of December, making it possible to release practically all of the fire protection force. The total number of fires for the calendar year 1932 was thirty-eight. Thirty-three of these fires were classified as As or Bs, meaning that they did not reach over ten acres. Five of them burned over ten acres, and the total area burned was 2,437 acres. Twenty-one of the total of thirty-eight fires were smoker fires, indicating that there is still a need for further education in getting people to honor the smoking restrictions. The total expenditures for actual fire fighting were \$16,703.



BOUQUETS

For (1) Conductor R. G. Monahan of Division Three from Charles T. Marchman for efficient service and personal courtesy to him.

Conductor Monahan is highly commended by James S. Waters, D.D.S., for his "supreme courtesy toward patrons".

Mr. Monahan received still another big compliment for his unusual courtesy and pleasantness to all customers from Floyd A. Fenn.

For (2) Conductor C. W. Beckner of Division Four from R. M. Thomson for his courtesy in helping to gather up a sack of scattered vegetables dropped by an alighting passenger even though he had hurt his hand when he assisted her off the car.

For (3) Conductor O. A. Croxdale of Division Four from Miss Nancy Olsen for kind and efficient service.

Conductor Croxdale is also commended by Virginia R. Neal for extreme courtesy and kindness shown her and other passengers.

For (4) Motorman N. E. Cole and (5) Motorman S. F. Early, both of Division Four, from Miss Ella M. Kennedy for kind and helpful courtesies.

For (6) Conductor J. T. Little of Division Four from L. H. O'Loughlin for smiling service and tactful, cheerful methods of handling passengers.

For (7) Conductor R. P. Messersmith of Division Five from J. Tugwell for his kindness and courtesy to passengers.

For (8) Conductor J. J. Moriarity of Division Four from Ruth Kenworthy for his chivalry and kind courtesy in assisting her as she is compelled to use crutches.

For (9) Conductor A. V. Smith of Division One from W. E. Wilkerson for his care of elderly people and his courtesy to all passengers.

For (10) Conductor W. V. Forbes of Division Three from Mrs. Charles A. Parker for his careful assistance and efficient service to all.

Conductor Forbes also received particularly high praise from I. B. Norrie for careful and thoughtful assistance rendered to a not-too-well dressed elderly woman.

For (11) Operator W. H. Morgan of the Motor Coach Division from F. A. Walker, an officer of the Security-First National Bank, who wrote: "He is the most pleasant, agreeable and accommodating driver it has been my experience to meet. He has a cheery smile and 'Good Morning' for each passenger. He calls his streets in a voice that can be understood and I noticed his courtesy to other traffic on the road by ample warning signals given."

For (12) Conductor T. Thoreson of Division Three from Mrs. J. R. Hollander for courteously helping four heavy, aged Mexican women to alight.

For (13) Conductor O. E. Goodwin of Division Four from R. M. Thomson for safely helping a blind man off the car and to the sidewalk.

For (14) Conductor E. L. Jandro of Division Three from Margaret V. Early for being accommodating and kind to all.

For (15) Motorman C. J. Sutter of Division Four from B. Roche for considerably slowing down his car and stopping when he saw passenger hurrying a block away.

For (16) Conductor E. C. Croughan of Division Three from Mrs. Alice Pearson for his unfailing courtesy, attention to duty and readiness to assist people boarding and leaving the car.

For (17) Motorman C. T. Vaughn of Division Three from Mrs. Dorothy Cotter for courteously paying the balance of her fare when she found she only had three cents with her.

For (18) Conductor L. T. Staten of Division Four from Mrs. A. Benney for the courteous and careful manner in which he directed her to her destination.

For (19) Motorman S. L. Wickman of Division Four from Mrs. E. Campbell for carefulness, courtesy and service with a smile.

For (20) Conductor Harry Sydenstricker of Division Three from Adaline Saylor for helpfulness and courtesy.

Bouquet letters have been received for the following men for whom we have no pictures:

For (21) Motorman S. R. Harrington, (22) Conductor J. I. Webb, (23) Conductor H. E. Heath, (24) Motorman H. L. Whitt, (25) Motorman R. Spencer, (26) Motorman J. P. Miller, (27) Motorman J. M. Holub, (28) Motorman S. E. Phillips, (29) Motorman W. J. Harris and (30) Conductor H. Howard, all of Division Four, from Miss Ella M. Kennedy for the kindness and courteous helpfulness shown to her.

For (31) Motorman F. R. Baldwin, (32) Motorman S. H. Brody and (33) Motorman G. S. Martin, all of Division Four, from Miss Nancy Olsen for their kindness and for efficient service.

Motorman Baldwin is also complimented by Virginia R. Neal for special courtesy and kindness to all.

For (34) Motorman L. L. Stokes of Division Four from L. H. O'Loughlin for courteous service.

For (35) Motorman E. C. Powers of Division Five from C. R. Hampton for his care of passengers and pleasantness and for waiting for passengers making close connections.

For (36) Conductor R. D. Martin of Division Five from Margaret S. Jurick for his courtesy and kindness in saving her from a very embarrassing situation by lending her car fare.

For (37) Conductor R. A. Brandisch of Division Four from Mrs. S. E. Warburton for the courteous way he directed her how to go about finding her purse which she dropped while boarding a preceding car. The purse was recovered at the Lost Article Department.

For (38) Motorman J. Morton of Division Five from Charles C. Smith for extreme accommodation to passengers transferring from the bus.

For (39) Conductor C. W. Morris of Division Three from Mrs. Carpenter

for lending her fifty cents worth of tokens when the banks were closed.

For (40) Motorman E. P. Adams of Division Four from Fred C. Adams for efficient and smooth operation of his car.

For (41) Conductor S. C. Scott of Division One from Mrs. I. May Throop for his courtesy to a passenger.

For (42) Conductor F. B. Slaughter of Division Five from Mrs. E. L. Francis for his courtesy.

For (43) Conductor A. R. Miller of Division Three from J. L. Strow for his courtesy and cheeriness.

For (44) Conductor J. W. Kasbeer of Division Three from J. W. Freeman for the loan of a token.

For (45) Motorman T. W. Rasmussen of Division One from Mrs. M. L. Turner for quickly jumping off the car to recover a parcel she had dropped.

For (46) Motorman W. Herrmann of Division One from Mrs. Ira Nash for courteously holding his car for her.

For (47) Motorman M. H. Steele of Division Four from Mrs. E. M. Hughes for his courtesy, cool-headedness and good-nature in the face of confusion around him.

For (48) Conductor C. J. Groth of Division One from Carrie Wheeler for courtesy and kindness.

For (49) Conductor M. J. Thomason of Division Five from Miss E. McAbee for paying her fare when she chanced to be without change or tokens.

For (50) Conductor E. R. Tomlin of Division One from Mrs. Josephine E. Slicker for courtesy and for giving her information.

For (51) Conductor J. H. Demaree of Division Three from C. C. Reynolds for being very, very kind to his elderly wife.

For (52) Conductor S. J. Singer of Division One from B. Alvin Teal, Jr., for lending him car fare when he had nothing smaller than a ten dollar bill.

Journey's End

William Martin Bowling, Conductor at Division Four, passed away April 27th. He was born in Breman, Alabama, and was employed by this company as a Conductor on November 23, 1923. Mr. Bowling is survived by his sister. He was a member of the Independent Order of Foresters of Los Angeles.

Appreciation

This is to acknowledge with sincere thanks the kind expression of your sympathy.
Harry Hobbs and Family.



BIRTHS

About thirty minutes after the earthquake on March the tenth, that generous old bird paid a visit to the home of Motorman R. C. Parker of Division One and presented Mrs. Parker with a set of brand new twins. They are boys, named Harold Wesley and Darrel Wiley. Congratulations, twice!

* * *

Conductor C. E. Clifton of Division Four is being congratulated on the birth of a six and one-half pound baby girl April 14th. The little lady has been named Barbara Jean. Best wishes, C. E.

* * *

April 12th was a happy day for Motorman A. Dimitri, of Division Five, occasioned by the arrival of a nine pound baby girl. Little Millicent Ann and mother are doing fine.

* * *

Motorman E. L. Seale, of Division Five, is the proud daddy of a nine and one-half pound baby boy, whose arrival was announced on April 14th. He has been named Everette Lewis. Junior and he and his mother are doing quite nicely.

* * *

At 11:00 A. M. Sunday, April 19th, Conductor T. J. Owsian, of Division Five, was sporting a million dollar smile when it was announced that his wife had presented him with an eight and one-quarter pound baby girl. Both mother and little Faye Rozella are getting along fine.

Did you ever stop to think—
That ANYBODY'S friendship is worth something.
That a smile doesn't cost a cent but has a value past computation.
That courtesy and kindness are twin virtues that bespeak real character.
That if you spent as much time boosting as you do knocking the world would be a brighter spot in your vicinity.
That no matter how perfect you may think you are, others can see your faults just as plainly.
That no matter how much trouble you think you have, someone else has even more.

Great Britain's two millionth telephone has been installed in Buckingham Palace for the use of the King. The instrument is finished in old gold, and bears a decorative plate surrounded by a crown, but in spite of all that, we'll bet four dollars His Majesty gets the wrong number.

Honor Roll

Ivan Augustus Wardrobe, Motorman of Division Four, was placed on the Special Roll effective April 16th.

Mr. Wardrobe entered the service as a motorman on July 22, 1905, and Division Four claims he is their oldest old-timer.

Kitchen Tricks

A reader asks for some private kitchen tricks. Here are a few little secrets:

When you roast a chicken without stuffing put a whole apple, peeled and cored, inside the bird. Remove the apple before serving. It's not there to be eaten, but to give the meat added succulence and flavor.

Rub the chicken over with plenty of salt and paprika at least four hours before roasting. This Hungarian trick makes the browned skin tender, crisp, and delicious.

Before broiling chops or kidneys rub a little powdered ginger and some salt into the meat.

Put two cloves into the water in which you cook your pound of spaghetti.

When you serve mashed turnips, squash, or pumpkin, add 1 tablespoon of sour cream to 3 cups of cooked vegetable.

Stranger Than Fiction

Due to the sweeping incurve of the Southern California Coast, Reno, Nevada, is some 100 miles nearer Asia than Los Angeles.

Believe it or not, Cleveland, Ohio, is seven miles farther east than Jacksonville, Florida.

Our common Irish potato originated in the mountains of Peru and Chile, South America.

Contrary to the general belief, the Canary Islands received their name from the Latin word, "Canis," or dog. The canary birds of the islands are green; the yellow variety comes from the cages of German peasants.

The carbon in the air you breathe in an hour's time, if turned into a diamond would be worth \$18,000. Here's a way to get rich.

In this hurry up age of ours a lot of people don't know where they are going and won't stop to inquire.

The sap is an indication of vigor in all trees except family trees.

The hardest job a kid faces is that of learning good manners without seeing any.

Do You Remember When---

By GEORGE E. FERGUSON

"I see by the papers," said the Old Timer as he took his seat in the switch shack at Division One and prepared to talk of days gone bye-bye, "that hoss racin' is goin' to be tried out in the foothill city of Arcadia, which was founded by that well-known racehorse man Lucky Baldwin quite a number of years ago. Boy, oh boy, wotta flood of memories that brings back.

"Do you remember old Ascot Park, the site of which is now occupied by the big Goodyear Tire Company plant? Thanksgiving Day started the racing season off with a whoop, and the 'bang-tails' performed daily for the multitude that came from every part of the universe to partake of the sport of kings. Did the street cars take any part in the meet? I'll tell the world they did—that was about the only means of transportation, and did they ride? Extras on every hand. Little old Los Angeles had around 400,000 population and a visiting population of perhaps 50,000 more. The Pacific Electric had a line on the south side of the enclosure, and the Los Angeles Railway could come in via Central Avenue, South Park, and what was the Maple Avenue line. Miles of siding tracks were on the west side of the park with a loop that allowed our cars to put 'em off at the main entrance. Most of the extra rolling stock was of the 'jigger' type, with the side running board, and the braking equipment was all hand work. At the 'break-up,' these little cars went away with the excited race-track patrons hangin' on by their eyebrows, but they did not have as many step accidents as they do in these days of depression, when there is ample room throughout every car.

"The 'jigger' type of car on a rainy day certainly was a joy forever to the crew. They were aptly termed a 'bald face' by the motorman, who had to equip himself to 'take it on the chin' when weather was wet. The conductor, of course, shouted paens of praise when he had to scuttle along the narrow running board every time a passenger boarded and raise the storm curtain to get the fare, and when he did so, all the heavens seemed to open up and allow the water to pour down the sleeve of his raincoat. Rubber bands were placed around the wrists to stop the flow of aqua pura, but even at that the moisture would seep through.

"Ask the old-timers of the joys of these earlier days, and you will won-

der why it was that they continued on through the lean years until the modern equipment did away with most of these discomforts.

"The old gooseneck hand brake was a great reach developer, and it was quite a custom for the grandstand motorman to bring 'her up standin'' with his long sweeping turns of the handle. At times, when the brake was set up, the 'dog' which held it in place, would let go, and if the 'motive-ner' was possessed of a large 'bay window,' when contact was made, the resounding grunt could be heard for blocks. I remember when big 'Babe' Edwards, now a veteran police officer, set up the brakes on a 'jigger' type at 12th and Maple, and it was necessary to get a mechanic to release them. He was a 'beeg strong fella'.

"Ask one of those who are old in years, but young mentally, about the days of yore when you had to take everything, what his choice would be if he was forced to take then or now, and I'll wager that they would take the carefree days when things were tough, but the restraining rules were fewer in number. Gee, wouldn't it be great to be able to recall Dad Perry—'Old Man Petrie'—'Old Man Burr'—'Daddy Hunt' and scores of others who have made their last report and gone away. It was then more a life worth while, for envy and petty jealousy was practically unknown, and we were always enjoying life as it should be, but we did not seem to be satisfied. Always looking ahead, slipping along in the march of progress that becomes more difficult each day for the 'old-timer.' How much better it would be if one could stand and mark time and let the youngsters do the marching."

The man entered a cigar store, bought a cigar, and then left. Five minutes later he dashed back.

"That cigar," he shouted, "is simply awful."

"It's all very well for you to complain," said the storekeeper, "you've only got one; I've got hundreds of the darn things."

Bliss is only momentary and soon forgotten. Satisfaction lasts a long time and endures.

After all is said and done, more is said than done.

Success is a habit, so is safety.

L A F F S

Mrs. Smith: I forgot to put a stamp on the letter Ann. I hope you didn't mail it without.

Ann: Yes, I did, madam. I thought you was economizing.

"Ah, if you are going to New York, I can recommend a good hotel there. It is called the—er—what was the name? Mary, look on the towels for the name of that hotel in New York."

"I don't like Bob. Last night I wanted to show him how well I could whistle, and, when I puckered my lips real nice—"

"Well, what then?"

"He let me whistle."

"What was the name of the last station we stopped at, mother?"

"I don't know. Be quiet. I'm working out a cross-word puzzle."

"It's a pity you don't know the name, mother, because Little Oscar got off the train there."

A general and a colonel were walking down the street. They met many privates, and each time the colonel would salute he would mutter: "The same to you."

The general's curiosity got the better of him and he asked: "Why do you always say that?"

The colonel asserted: "I was once a private and I know what they are thinking."

"What dey do to dat Jones boy fo' selling dat booze?"

"What dey do? Lawd, chile, dey done give him two years in de house of representatives."

Mother—"I don't think the man upstairs likes Johnnie to play on his drum."

Father—"Why?"

Mother—"Well, this afternoon he gave Johnnie a knife and asked him if he knew what was inside the drum."

Professor: "Give me some of that prepared monoaceticacidester of salicylic acid."

Druggist: "Do you mean aspirin?"

Professor: "Yes, I can never think of that name."

"Am dat you, Liza?"

"Yassuh."

"Am yo' gwine to marry me?"

"Shoh ah is—who is dis talkin'?"

"Well, son, what's the score?" inquired the city man, as he stopped his car alongside the outfield of an improvised baseball diamond.

"Twenty-three to nothing," replied the youthful outfielder.

"In your side's favor?"

"Naw, the other fellow's."

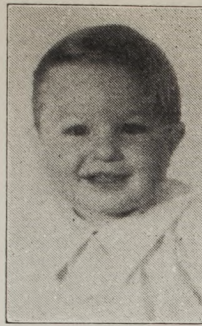
"Guess you're going to get beaten, aren't you?"

"Oh, I don't know. We haven't been to bat yet."

Roy Lee Bower, son of Scoutmaster Bower of Division One. Roy is twenty-two months old and mascot of Boy Scout Troop 45. Here he is in his special uniform.



This smiling little lad is Edward Merrit Walker, age 13 months. Edward was examined by two physicians for entry in a baby contest. Two pounds over weight was the only fault, otherwise a perfect baby. He is the son of Conductor J. M. Walker of Division Three.



there is a certain motorman who insists on driving down to work and riding the street car home, later returning for his machine. Why he does this is a mystery, but perhaps Motorman G. W. Chapin could explain.

Motorman A. B. Stewart was looking on at a jig-saw contest being conducted by about a dozen trainmen, when he turned away with the remark: "Pretty soon they will be crocheting, knitting and doing other fancy work."

Since Motorman G. W. Leslie got his new glasses, he says he can see through a brick wall. This may be an exaggeration, but we do know he can see a nickel on the ground, a mile away.

Speaking of glasses, Motorman C. A. Kern is now seeing things in their true light. He is breaking in his first pair of bi-focals. No he isn't necessarily slipping, he just happened to need them.

Motorman J. E. Kenney to the bus driver: "How long before you go?" "Three minutes," replied the driver. Kenney puffed away on his cigar and said: "That's good. I don't want to throw this good cigar away yet. I just found it."

Motorman H. Hansen took a day off last Saturday and spent the week-end at his cabin up in the mountains.

Motorman T. N. Harris is visiting relatives in Alabama. He left on April 12th and will be away sixty days.

During the month Conductor H. Van Doorne took a nine day leave of absence, just for the novelty of the thing.

Safety Operator M. Grammer is back from a weeks vacation and is feeling great, just rarin' to go.

On account of the illness of his father, Motorman H. Dinning has been called to Iowa. He will be away thirty days.

For the past two weeks, Motorman J. H. Johnson and his dog have been having a lonesome time keeping house. Mrs. Johnson and the son took an automobile trip to Phoenix and the hubby and the dog were left alone.

Conductor Paul Cross took his dog to the dog show, just for fun, but when he came away the Chow was decorated with ribbons and everything, having won a prize.

Conductor W. W. Fraser has been granted two months leave to visit relatives in old Virginia.

Our popular Transfer Clerk, C. L. Farrah has taken two months leave of absence to pay a visit to relatives in Missouri. He will drive his trusty Dodge and he expects to have a good time.

That good old sport, Motorman J. Roberts, who has been on the sick list for some time, is now in the hospital trying to recuperate.

Conductor C. J. Clark is still off duty on account of an attack of rheumatism.

For the past week Motorman C. L. Bond has been indisposed and off duty. Nothing serious, we hope.

Motorman R. R. Youts is back on his run after being confined to his home for several weeks on account of illness.

Illness kept Conductor C. C. Gaddie away from his duties for about two weeks, but he is back now.

Conductor O. E. Early also is back with us after being on the sick list for several days.

A young minister who was asked to take part in a play, objected to saying "My G-d, I'm shot! So it was suggested that he say instead, "My goodness, I'm shot!" When the play was given, the villain, in order to make the act more realistic put catsup in his gun. At the proper time, the minister said, "My goodness, I'm shot." Then he glanced at his breast, and beholding the catsup, yelled, "My G-d, I AM shot!"

A drunk was passing a subway excavation when he stopped for a moment and called down to the man in the pit: "Shay, whatcha doin'?"

"We're building a subway," one of the laborers replied.

"How long is it goin' to take to build it?" promptly inquired the drunk.

"Eight years," was the response.

"Eight years! (hic) To 'ell with it. I'll take a taxicab."

Mandy: "Boy, dat sho am some ring. What size is de diamon'?"

Rastus: "Dat am de fo'teen-year-in-stallment size."

Where I spent last Christmas the thermometer dropped to zero.

That's nothing.

What's nothing?

Why, zero.

Prof: "Give an example of period furniture."

Stude: "Well, I should say an electric chair, because it ends a sentence."

"Does a family called Greenlee live here?"

"No, but there is a Mr. Green a few doors lower down, and across the street a Mrs. Lee."

"Oh, they must have been divorced."

First Cannibal: "The chief has hay fever."

Second Cannibal: "Serves him right. I told him not to eat that grass widow."

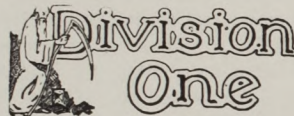
"Had a terrible time with my flivver." "Yeah?"

"Yep. Bought a carburetor that saved 50 per cent of gas, a timer that saved 30 per cent and a spark plug that saved 20 per cent, and after I went ten miles my gas tank overflowed!"

Some folks wish they had saved or were saving—that's wishbone.

A great many well-meaning folk talk about the value of saving—that's jawbone.

A few people resolve to begin saving now and do it—that's backbone.



H. N. COLE

Working for the Los Angeles Railway sometimes means more than just a pay day now and then. For instance, Motorman Frank Johnston and Motorman Bill O'Hern were out for a little spin when a motorcycle cop whistled them to the curb for some minor traffic violation. A little diplomacy on the part of both, and a display of their identification cards, and they were excused.

About three weeks after a fender fell on Motorman George Elder's foot, and the incident was almost forgotten, it suddenly dawned on him that it would be advisable to see his doctor, and the more he thought of it the sicker he felt. He was particularly anxious to work on Easter Sunday, but his condition wouldn't permit, so to the doctor, who bandaged it up in fine shape and he felt much better. On arriving home he was somewhat chagrined to find that he had presented the wrong foot to the doctor for treatment.

Shortly after the earthquake, Motorman F. F. Long wrote to his daughter, Mrs. Beatrice Anderson, in Santa Fe, New Mexico, and in closing he assumed a humorous vein by telling her that all the birds from the ocean flew inland, even a stork lit on the roof of his house. He was surprised a few weeks later to receive an airmail letter informing him that this particular stork had found its way to his daughter's home and delivered a fine seven pound boy. Long and the Mrs. are well pleased with the good news.

Motorman R. J. Orphan will remain in the hospital for several weeks as a result of an accident when he stepped on an onion peel and slipped. His knee cap was broken and an operation was necessary. We wish him a speedy recovery, and his many friends extend him their sympathy.

According to Motorman T. O. Knoff



Division Three

L. VOLNER

Foreman Reid, Switchman Walker, Conductor C. R. Aker, and General Manager Tuttle of the Car Barn Cafe formed a foursome on a local golf course on April 23rd. The friendship idea ceased to function at the beginning of the game, and it is reported so heated was the contest that it is quite possible all of the participants will be signed up for a championship bout at Wrigley's Field in the near future. Be that as it may, Foreman Reid came off victorious and he is now wearing the smile "that won't come off."

On the morning of April 17th, the boys were wondering why all the calm in the assembly room around five A. M. Some one finally discovered that Motorman G. R. Chapman was absent and a few minutes later the clerk had to call some one for his run. Mr. Chapman had received a notice to go to court on that day, but failed to notify the office.

After some time in the hospital where he underwent an operation, Conductor Frank Clavin is back on the cars feeling as fine as ever.

Conductor O. C. White and family have gone on a sixty day visit to friends and relatives in Oklahoma.

After a long siege of illness caused by the flu, Motorman Jim Gilreath is back on the job.

No, Motorman Geo. Williams has not quit this Division—he was just doing a little time at Division Four for failure to show up on time.

Motorman Bob Frasier left the latter part of April for several weeks visit to his old home in Tennessee and also several of the larger Eastern cities. Mrs. Frasier will probably join him in Kansas and accompany him back to Los Angeles.

Conductors L. F. Wirtz and O. J. Allen made a visit to their desert acreage in the vicinity of Palm Springs the latter part of April and completed several improvements thereon.

Even though the Spring weather has been somewhat cool, the idea of vacations is already being noticed at this Division. Quite a number of requests regarding time off during the next several months have been received.

Motorman George Richter shows signs of having been bitten with the travel bug. If things go right, George expects to spend about three weeks in Germany during the summer months visiting his aged mother.

Conductor J. A. Thompson has returned from a weeks leave, which was spent on his homestead in the desert. During his absence he completed the erection of a dwelling on this land which he expects to develop into one of the greatest Southern California ranches.

Manager Harry Tuttle of the Car Barn Cafe has installed a microphone to be used by the waiters in giving the orders into the kitchen. This is a step-saver for those who deliver the eats on their

arms, and it is rumored that in order to give more efficient service, Tuttle will equip all the lady waiters with roller skates. Laying all jokes aside—you can rest assured that quality and quantity at the lowest price possible will always be the motto of this popular cafe.

The recent meeting of the Square and Compass Club in the recreation hall at this Division was well attended and every one was well pleased with the entertainment. E. L. Lewis showed the evolution of the street car game in Los Angeles, and the musical part was also well rendered. President Morgan is to be highly complimented on the way he is handling the affairs of the club.



Division Four

C. J. KNITTLE

The old maxim about big city dwellers not knowing their neighbors is a rather broad statement and should be revised. As time goes on, we are more and more convinced the big city worker does not even know his fellow-workmen. For instance, one of our well-known motormen, F. E. Striebel, is generally believed to be a bachelor. But recently Mr. Striebel changed his address and from the form which had to be filled out it was learned said gentleman is married and has been since November 28th. Miss Isabell Watson was the fortunate lady and if it's not too late, F. E.—Best Wishes.



The young lady in the picture, folks, is Nola Mae Lockett, daughter of Motorman F. W. Lockett of Division Four. Nola is fifteen years of age and graduated from Berendo Street Junior High last February.

There's nothing like having a good wife and a happy home and yet a man can have both and not be happy. For example, Motorman J. M. Bothwell has a happy home in Huntington Park. A few weeks ago the good wife left to spend two weeks with relatives in the northern part of the state. A few days after her departure the pangs of loneliness set in. Bothwell could find nothing of interest to fill that period between quitting time and bed time. Then the house was robbed during his absence one day and fear was added to his troubles. A police officer had to be summoned each evening to precede Mr. Bothwell into the house. Finally the good wife returned from her trip and—my!—what a reunion!

Motorman R. R. McFall spent three weeks, commencing April 10th, visiting

his mother in Phoenix, Ariz.

Conductor A. L. Layton was quite enthused on arriving for work one morning recently. According to Layton, Dempsey had fought Carpentier the night before and had regained his heavyweight title. "I heard a blow by blow account of it on the radio," insisted Mr. Layton. A hurried investigation followed. It was learned a reproduction of that well-known battle had been broadcasted.

The sympathy of his many trainmen friends was extended Conductor S. H. Corbin, April 8th, on the death of his baby girl, Virginia Lee. The little one was two months old.

Motorman I. A. Wardrobe, Division Four's oldest oldtimer was retired April 16th. The sincere good wishes of his many friends go with him as he settles down to enjoy labor's reward of contentment and quietude on his 160 acre ranch in Riverside County.

Conductor W. E. Griffis was granted a thirty day leave April 18th to motor to the Grand Canyon and points east.

Conductor E. F. Adams is taking a thirty day leave to start his son in a gas station business.

An old familiar face appeared in the trainmen's room April 20th. It was our good friend, Mose Garner, a former conductor who retired about three months ago. It was a real pleasure to greet him. Come again, Mose.

Motorman C. T. Moon of Division One is now a Division Four man and Motorman F. E. Watters of this Division is now at Division One. They traded places.

It is a pleasure to greet Motormen P. Mitchell, A. Perry, M. W. Blain, W. D. Perkins and E. B. Adams who were reassigned from Division One to Division Four on April 25th. The change was made to reinforce this Division's extra list. It will be observed the name, L. A. Starkey, no longer dangles at the bottom of the motormen's list. Starkey is second up now. Um-m-m, baby!

Conductor L. D. Massingham resigned April 22nd stating he had planned to leave town.

Conductor J. T. Little is spending a ninety day leave on his farm in McKinney, Texas. He left April 25th.

Conductor M. W. Burman resigned April 25th to take a complete rest before going on the Fire Department. Burman apparently was assured that his appointment would be in his hands within the next two months.

Conductors R. A. Gwin and B. D. Stewart took six days off starting April 25th and made a trip to San Francisco and Santa Rosa.

Motorman C. M. Howard and Conductor H. D. Adams resigned April 27th to take up a new adventure, gold mining in Arizona. Both men left with a great deal of confidence and had made at least one previous trip to the spot where they will operate. Good luck, men.

The saddest accident in many a day occurred April 27th at the west end of Line "P" and took the life of Conductor W. M. Bowling. Bowling's car was being relayed about one block in from the terminal and in his haste he forgot his bundle of transfers. In running back to get them

he was crushed between two cars. He died ten minutes later. Bowling was thirty-nine years of age, had never married and is survived by two sisters in Alabama. His records show nine and one-half years of excellent service on Division Four lines. His death was a great shock to his hundreds of Division Four friends.

Funeral services were held from the Edwards Brothers Funeral Parlors on May 2nd.

Motorman C. P. Rutledge was granted thirty days leave, starting May 1st, to visit his grandparents and sisters in Texas.

The sympathy of Division Four trainmen is extended to Motorman B. Hansen whose wife passed away on Saturday, April 29th. Heart trouble was the cause.

Motorman L. L. Nelson left for Camas, Washington on May 1st to visit his father and other relatives. He was granted a forty day leave.



Division Five

FRED MASON

Indoor and outdoor sports have been headliners at this Division for the past month and everybody seems to be having a very good time. The checker tournament, standings of which will be found in another column, finished up very successfully. Our baseball team, members of which have been practicing arduously, is improving by leaps and bounds. First baseman and manager, Motorman E. L. Seale, says that with a few more workouts like they had at Vernon Yard on April 25th they will be in good shape and ready to take on all comers.

We are glad to say that Conductor and Extra Clerk Frank Keers, who underwent an operation for appendicitis, is now at home and getting along fine.

The picture of the conductor-aviator appearing in last month's issue was that of T. H. Wood and not A. M. Wood as stated. Here's hoping that none of you have made arrangements to "go up" with A. M. If you have, it will be "good night."

Here go the vacationists: Motorman Fred Hestilow, thirty-five days to Brownsville, Texas. Motormen N. L. Johnson and W. E. Niceley, and families, loaded themselves into two automobiles and left for Napton, Missouri, and will be gone for ninety days. Conductor R. H. Wallace will be off for sixty days on account of his health and is recuperating at Adelanto, California. On account of their father's serious illness, Conductors H. A. and C. A. Placial were called back to Chamois, Missouri. They will be gone for ninety days. Motorman H. E. Hutchison is taking another trip back home to Marshall, Illinois, and will be off for sixty days. Conductor W. J. Barclay is off for sixty days, vacationing at home and will be back on May 29th.

The big race between Motorman Henry (Whataman) Mast and Motorman Chilly



Here is a bit of West that has never been East. Meet Cowboy Bobbie Jones, four years old, son of Walter E. Jones of the South Park Winding Room. Bobbie has a

brother Leonard age two, and sister Dorothy, age six. All are expert riders, wear chaps 'en everything.

(Whatachunk) Chilicoat was declared no contest. Henry was to do his stuff on skates and Chilly was to pedal a bicycle. The course was down hill from 54th and Crenshaw to the barn. The bicycle could not stand the pressure. The skates, however, stood up but Henry couldn't. Motorman Jim (Tiny) Thornton was to be the judge and was to follow on horseback. When the horse saw his jockey he refused to run. All bets declared off.

The big fishing party organized by Motorman Charlie Detrick, as far as a good time was concerned, was quite a success. There were twelve of the boys in the party and all arrived at Point Magu without mishap. The angling, however, was not so good, as out of twelve good fishermen only one fish, a twelve pound halibut, was caught, so everybody got his pound of fish. Conductor A. H. Boivin made the catch. Charlie will be getting another party together shortly, so watch for the announcement.

Foreman Jim Madigan, who was operated on April 26th and who is in the California Hospital, is getting along fine and hopes to be home shortly. All the boys of Division Five join in wishing him a speedy recovery and hope that he will be back on the job soon.

Boys, do you know what Motorman "Red" Wicker is all swelled up about these days? He's got high score at Harry Gorton's Coffee Shop.

From the "Long Beach Press-Telegram."

Long Family Chain of Five Generations Is Broken by Death

Mrs. Frank Clayton, 93, who died recently at her home at Buffalo, Mo., was the great-great grandmother of the children of Mr. and Mrs. W. R. Shaw, 5475 Lime Avenue, Long Beach.

The children are 5 and 8 years old. Their great grandmother, Mrs. Sara McFall, lives at Buffalo. Their grandmother, Mrs. Iva J. Condren, lives at Blue Lick, Mo.

Five years ago the Shaw family visited at Buffalo and obtained pictures of the five generations.

Motorman F. B. McFall, of Division Five, is a grand-son of the deceased.

One Man Operator L. Klaris has been off sick for a few weeks with pleurisy. Here's hoping he will soon be able to resume his daily duties.

A few Sundays ago One Man Operators L. Klaris and C. A. Wells took their families, and lunch, to Pomona where they spent the day at the ranch of a brother of L. Klaris. They reported a very enjoyable day. What are the chances of anybody else going along next time?



JACK BAILEY

Hic! Happy Brew Year, Folks.

Joe Steenrod, of the Superintendent's Office, entered the California Lutheran Hospital April 14th for a minor operation. He is reported feeling fine and will probably be up and around by the time this goes to press.

Lee Crump, Painter Foreman, was absent some ten days on account of the flu.

Thomas Maguire, utility man of the Superintendent's Office is back from his two weeks vacation and is looking fine. Thomas spent his early vacation resting up as he was not feeling up to standard.

Machinist C. L. Nickels offers a record for us fishermen to shoot at this summer. Five consecutive fish (sheephead) with a total weight of sixty pounds.

Jimmie Hale, Progress Clerk, and family are spending their vacation via a la rumble seat to Texas. The last we heard of him he was in a windstorm with nothing between him and the north pole but a barb wire fence. Harry Nordmark, former scribe of the Motor Coach Division and of late with the Superintendent's Office, is pinch-hitting for Hale.

Victor Lee, Chief Material Collector for the Store Department, once again is the initial vacationist of his Department. The first week was spent fishing at our local beaches and the second week was spent fishing in the Monterey Bay, just a short drive from Hollister, California, where he visited relatives.

George Mauby, of the "C" Inspection Department, and some of his friends, ventured to Oxnard to try their angling ability aboard the Jap barge. Several halibut and one jew fish furnished the excitement.

This month's booby prize goes to Harry Longway, Foreman of the Truck Shop. At the Foreman's meeting last month during the showing of some very interesting pictures of a Cuban Sugar Plantation, various Salt Mines, and the art of Arc Welding, our friend Harry fell asleep during the transformation of cane into sugar and awoke when the sparks began to fly from the welder and said, "Gee this sure is a long sugar picture." This brought the house down and Harry has had the prefix "sugar" added to his moniker.

The distracting appearance of Roy Blaze's model "x" Ford will no longer be a detriment to his conscience. Roy, returning home from a hard day at the Truck Shop, discovered that he had left a can of black paint in reach of his two youngsters and they, realizing that the old bus could stand a little shine, proceeded to give the yellow wheels a nice new coat of leopard spots and an ocean

wave around the body. Were their faces red?

Truckman Bill Leisure, and family, opened the trout season with a big splash at Big Bear. It is Bill's ambition each year to reduce the cost per fish. Last year a week-end trip cost him twelve dollars per fish. He only caught one.

H. Heuer, of the Winding Room, is still on the sick list.

The competitive spirit seems to prevail at our Shops not only in soccer, horse-shoes, quoits and golf, but in checkers as well. Up to Saturday, April 22nd, there was some doubt as to which of three boys, L. Griffiths, J. Brown, and C. Walters of the Shops was champion. However, Griffiths, who claimed himself champion, was challenged by Brown and they agreed to meet at the South Park recreation grounds and play it out. Griffiths won the first five games but Brown retaliated and won the next twelve straight. From then on until Griffiths got a severe headache, but not acknowledging defeat, the games sea-sawed until the finish and Brown maintained a four game lead. Griffiths still has an average lead over Brown, counting games previously played, and is confident of holding the championship.

Carpenter Al Dellinger is still laid up

with rheumatics.

Carpenters Ben Widner and L. N. Campbell were granted a three weeks leave of absence to boil out at Murrietta Hot Springs.

Carpenters T. Frew and T. Tripney were also granted early vacations to parts unknown.

Jimmie Dye and D. C. Rinehart, from Division Four, and J. W. Gilliland from Division One, are temporarily helping out in the Carpenter Shop with the one man cars.

In keeping up with the styles, R. Sloan, of the Winding Room, has bought himself a brand new bicycle and can be seen along the boulevards while Lizzie weeps at home.

Soccer news will be scarce from now on until the season opens next fall. The boys have laid away their shorts and shin guards in moth balls. However, an occasional practice game may be called to keep the boys limbered up for the coming season.

By the time this issue of Two Bells is thoroughly read and digested some of us will be planning our vacations. Don't forget your Scribe, he will be interested in your trip.

The ladder of success is the extension kind. When you think you have reached the top, push up another section and keep climbing.



Motor Coach Division

J. H. McCORNACK

The six day week plan of operation has gone into effect on Wilshire Blvd. and necessitated the addition of four more runs on the schedule and the hiring of 14 new men. This is also the result of our expected increase in business over the summer months. Our new operators and conductors are R. H. Frantz, W. E. Pankey, W. C. Brown, C. F. Anderson, D. C. Burgett, B. R. Hobbs, R. N. Penny, L. S. Lowman, B. Claunch, K. E. Leonard, C. R. Neighbours, J. G. Hempstead, M. M. Erskine and J. E. Sherwood.

We are very sorry to hear of the death of B. R. Hobbs' wife.

J. Grant Wheeler and J. Stanislaus Thornton report a torn stocking on their coach but Thornton reports no injury to the individual.

L. D. Jenkins had the misfortune of being knocked off his motorcycle and sustained a compound fracture of his leg. He is resting as comfortably as possible at the California Hospital and would like to have the boys come over to see him.

V. H. Miller has been removed from the hospital to his home. He likes company and lives at 170 W. Vernon.

G. B. Bouma is still making his regular calls in the office and boasting of how he can lick the entire office force single handed.

Jack Thornton is still looking for Hi-Point Street.

Frank Sherwood has finally come up for air long enough to talk about something else besides his SMASH roadster. Frank just loves to entertain the boys with stories about his uncle who "fit" in the Civil War under George Washington. And in order to corroborate his story Frank insists his uncle was present when Abraham Lincoln signed the Declaration of Independence.

GARAGE

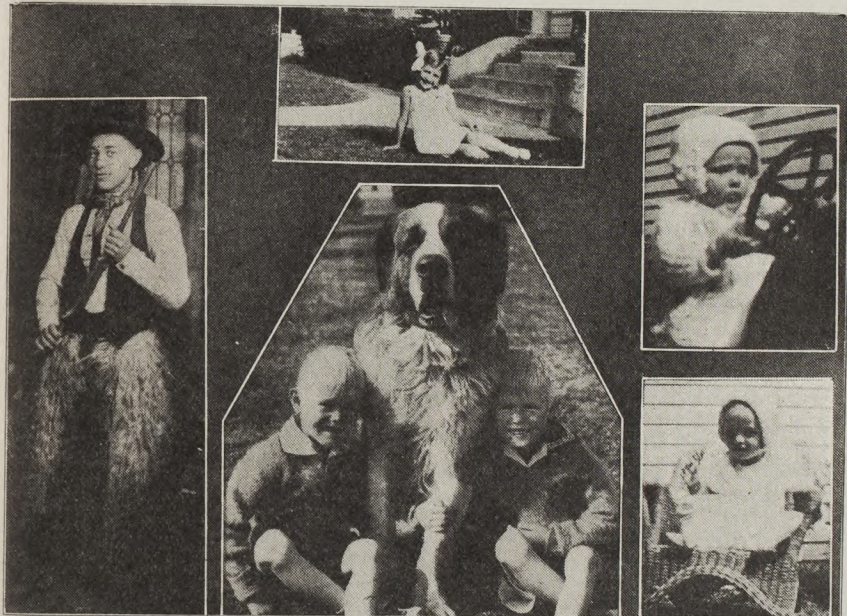
Twenty of our best fishermen including Jimmie Deam have chartered a ship all to themselves and are sailing away May 14th to San Clemente Island in quest of big ones and big ones only. If they cannot find them there they will travel on to the South Sea Islands. This trip is a sure thing. The money has been collected and they have a picture of the boat.

Don't worry—those lost babies in the picture have all been identified. They belong to Buck Jones, everyone of them. The third from the left is named Gladys.

Dean Ovard says that hole in the dash will come in handy in case someone happens to want to change the headlight circuit.

George Oliver says that the 20 to 0 game was on Tuesday night so it doesn't count.

Jimmie Deam is doing his best to get



After Jimmy Kresge (at left) of the Motor Coach Division, our ex-box fighter, discovered he was just wasting his time trying to knock the crown off Johnny Kilbane's head some few years ago, he decided he would go West and fight Indians. Here is Jimmy shortly after he arrived in the Indian country, looking around for a horse or sumpin'.

In the center picture are Billy and Jack, or Jack and Billy Turner, suit yourself. They are the six year old twins of Sam Turner, mechanic of the Garage. No one knows them apart but their big St. Bernard dog who is guarding them on their front lawn on Exposition Boulevard. The boys' teachers put them in separate rooms at school so they can tell them apart. No one ever knows if they trade rooms.

At the top is little Anna Ross, age six, daughter of Frank Ross of the Sheet Metal Shop.

At the right, top: Barbara Jeanne Watson, five month's old daughter of Operator F. E. Watson of the Motor Coach Division, is Daddy's girl and is already vying for driving honors with him now.

At the lower right: Lillie Marie Culver, baby daughter of Motorman C. Culver of Division One. She is eight months old and this picture was taken one month ago.

a free hair cut from Bill Wilson.

Steen Parker drove Hinze's car to the ball game with the rear door open. He caught it on a tree and broke the door off. Hinze said, "This is no laughing matter."

Earl Hansen laid off to get either a beer or marriage license. It is not known for sure which but he is quite dry.

Frank Bruner now tells us a story of a high jumping rattlesnake which bit him while he was horseback riding, but that isn't as bad as the one about his dog that used to hide around corners and stick its paw out and trip people. Frank got that way laughing at his own stories.

George Riggs is still at the California Hospital. He says that the doctor's promises of when he can go home are coming a little oftener. We are with you George in hoping that he will soon mean what he says.

The Third Shift is over-run with baseball managers. They got so thick that manager Hume has resigned from the Hoot Owls and organized that sometime successful club known as "The Vermont Pansies."

Paul Wood, Ed Lentz and Jim Keenen have entered the Western Avenue Golf tournament. Kongo Wood being a bear for punishment shot a double eagle to qualify with a 76.

* * *

A new grease expert has been found at the Garage in the person of our genial correspondent J. H. McCornack. He tells the quality of any grease by smelling it. Ray Anderson held the last sample for Mac to test and everything would have been lovely if Ray's hand hadn't slipped at just the time Mac started to smell the grease, plastering Mac's face from forehead to chin. Mas is looking for another "helper."—Contributed.



F. F. ROBEY

DIVISION ONE

Bill Christmas is back at work again after being sick more than a week. Glad you are O. K. again, Bill.

Jimmie Bradley recently paid his first visit to Lower California. He saw many interesting things, among them the beer gardens, the jail, etc., but his time was so limited that he could not take in all the sights.

After having his Jewett completely overhauled, Al Witherick, is planning on some wonderful trips, among the first ones being a Sunday outing to Big Bear and later this summer a visit to his parents in Kansas.

T. S. Hartley has returned to work after being off sick again.

Ralph Lathrop, Tom Lambert and Leland Lee went plowing last week. They call it golfing. Lathrop and Lambert were walking ahead, when they looked around and could not see Leland, but they saw some dirt flying in the air and went back, there was Leland digging a nice

hole trying to knock out that little golf ball.

Some of the Night Shift are planning on a rabbit hunt in the near future. This time it will be on Lee Sherrill's ranch at Vista. Sherrill says the jacks are as big as goats down on his ranch.

W. F. Mullins has resigned and accepted a position with the Kelly Car Company. We are sorry to lose such bright young men as Mullins but wish him well in his new venture.

DIVISION TWO

Some of the Division Two boys are so tough that even vaccination will not take on them.

We notice that the Cohn and Brown troupe are trying to landscape their little corner in Vernon Yard.

J. E. Griffith of Division One paid the Vernon boys a visit the other day just to see how the old place looked.

Wilbur Welch says with a few more dollars he will have his house ready for the next shake.

Old Division Two car house looks more natural now after the quake damage has all been repaired.

DIVISION THREE

Al Hamburg stepped out and bought him a Chevy sedan. All set for traveling now.

Ed Muse and H. Wescombe went to Huntington Beach one night. Just fishing.

F. S. Rappe is at present in the California Lutheran Hospital recuperating from an operation. Glad to know he is getting along fine.

Ted Clarke still drives the flivver, even without spark plugs.

Ask Ed Swanson what the scare was on North Broadway a few nights ago.

George Atkins has started another misplaced eyebrow. Oh well such is life.

DIVISION FOUR

George Lee has purchased a new 1933 Plymouth sedan and George is very proud of his new car. He has a right to be.

Harry Ogden has returned to work after being off some time on account of sickness. Glad to see you back to work and looking so well, Harry.

C. Sievers and W. Neal have also returned to work and boosted the gang up again to nearly normal.

E. H. Lee is on the sick list.

DIVISION FIVE

Ralph Nokes is wearing his new Easter outfit to work every day.

Harry Hunt spent the week end at Deer Lodge Park near Lake Arrowhead. Plenty of snow there, says Harry.

At last the weather has settled enough that Jerry Lyons has gone to sleeping in his pajamas again.

Olon Dewberry and Walter Alport are getting to look more like twins every day since Olie started that "mush tash".

S. Praker is sporting around in a new Chevy with all the trimmings.

Summer is here, Yes Sir! G. Prentiss Macqualter has a new pair of bathing trunks and they sure are hot. They were on exhibition at the beach for just twenty minutes last Sunday.



H. I. SCHAUBERT

J. H. Robinson has taken a sixty day leave. He and his family have gone to the desert on recommendation of a physician that it would benefit his daughter who has been suffering from bronchial trouble.

"Senator" Clark paid a visit to the Yard the other day, renewing acquaintances with some of the Old Timers who were with him in the work train service.

Jack Baldwin took a few days last month to visit friends at Modesto. He reports that pheasants are multiplying rapidly there and hopes to return during the hunting season. He also states that prospects for fishing are also very good in that locality.

To Charlie Harwood goes the honor (?) of taking the first vacation of the season. He is taking a few days off, in addition to the vacation, to care for his wife who has been quite ill.

C. Martinez, oiler, was seriously injured, when struck by an automobile, while working at Jefferson and Grand. Ponciano Bustus will dodge 'em in until Martinez recovers.

Cal Simmons is slowly recovering from an attack of rheumatism. He is now taking treatments from "Doc" Herndon, of Griffith Company.

A. Medina is feeling much better following an operation on his throat, for removal of a cyst.

Dick Weston's two hundred and sixty odd pounds fit in well enough with the scheme of things on a ten ton roller. But, on a Fordson tractor, with a seat specially designed for Carle Heffington, O, Boy!

Charlie McCallister is proudly displaying a brand new Ford V eight sedan.

Babe Gravino has also decided that the depression is over and has purchased a Ford V eight coupe.

It cost Ed Fleming the price of a suit cleaning to extricate a lady from the wreckage of an automobile on Twenty-fourth Street. What price glory?

Bill Morgan is the proud possessor of a new, stream lined, 1933 model, eucalyptus leaf incinerator.

No, "Doc", a reamer is not a wire stretcher, and Billy Brown is wise to you.

The sailor was called before the mast. The officer began:

"Casy; I promised you three days in the brig if you went ashore again without leave. You promised me you wouldn't, and here I catch you again. What about it?"

"Well, Sir, seem' I've broken my promise, I won't hold you to yours."

For Sale

Four room house and garage. Large lot, at 859 Hawthorne Blvd. Price \$1200.00. See Conductor Harry Beals, Division Three.