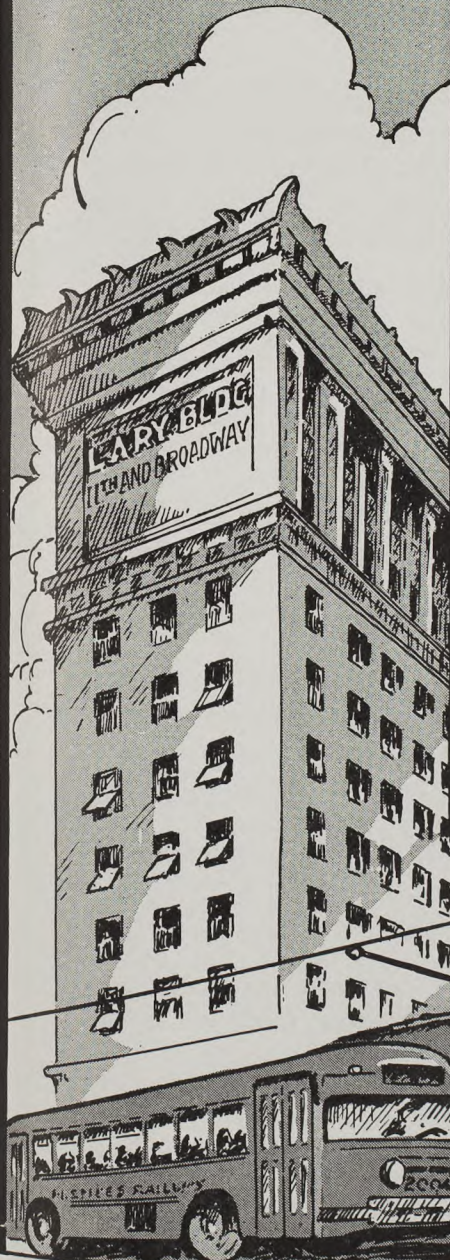


# TWO BELLS



## Men Like You

**P**ERHAPS he sometimes slipped a bit—  
Well, so have you.  
Perhaps some things he ought to quit—  
Well, so should you.  
Perhaps he may have faltered—why?  
Why, all men do, and so have I,  
You must admit, unless you lie,  
That so have you.

Perhaps if we would stop and think,  
Both I and you.  
When painting someone black as ink,  
As some folks do;  
Perhaps, if we would recollect,  
Perfection we would not expect,  
But just a man halfway correct,  
Like me and you.

I'm just a man who's fairly good,  
I'm just like you;  
I've done some things I never should,  
Perhaps like you.  
But, thank the Lord, I've sense to see  
The rest of men with charity;  
They're good enough if good as me—  
Say, men like you.

—The Ink Spot.



# The Bullfrog in the Hole

**A** DEACON was on his way to church one Sunday morning, dressed in his best and with his shoes nicely polished, when he heard his name called from a mud-hole near the roadside. Down in the hole was a big bullfrog.

"I have been in here three days," said the frog, "without anything to eat, and I wish you would help me out."

The deacon looked at the mud and looked at his shiny shoes and remembered that he had to pass the collection plate in church, so he replied: "I'm sorry old man, I can't help you now, but on my way back from church I'll give you a lift out of the hole."

As he came back from church the deacon was surprised to find the frog sitting in the middle of the road, contentedly snapping at flies.

"I thought you said you couldn't get out of that hole," said the deacon.

"I thought I couldn't either, until a snake came along and I just had to get out," replied the frog.

Lots of people these days are discovering that they can do things they didn't think they could do. Under the pressure of necessity every one of us can accomplish the impossible. In good times nobody uses more than a fraction of his ability and resourcefulness. But when the snake of hard times comes along we just have to get out of a hole, and like the frog, we find some way to do what we didn't believe we could do.

It is a good thing for humanity that life is not always pleasant and easy. Intelligence, ability and character are only developed to their best in the face of adversity. And the harder the struggle, the more fun there is in looking back on it, after the peak has been passed.

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## Platform Philosophy

*A happy grin is a peach of a club with which to whip the daylights out of opposition.*

*A telephone pole never hits a car except in self defense.*

*The more we know, the better we forgive; who'er feels deeply, feels for all who live.*

*No man is so insignificant as to be sure his example can do no hurt.*

*What a lot of fun life offers to those who don't take themselves too seriously.*

*If your luck isn't what it should be, put in a "P" before it and continue to try.*

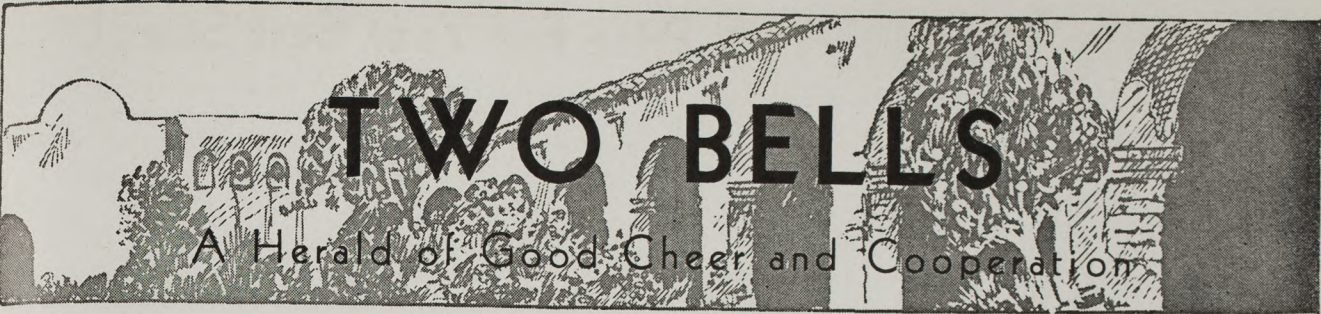
*One of the characteristics of success is to be able to carry money without spending it.*

*Men who try to do something and fail are infinitely better than men who try to do nothing and succeed.*

*He does not know happiness whose heart doesn't daily radiate warm goodwill towards his fellowmen.*

*Before a man can wake up and find himself famous, he must wake up and find himself.*

*Remember that others do not see through your eyes—nor you through theirs.*



# TWO BELLS

A Herald of Good Cheer and Cooperation

Published Monthly for the Employees of the Los Angeles Railway

Volume Fifteen

June, Nineteen Thirty-four

Number Six

JANET C. McNEILL

Publicity Manager and Editor

## Safety and Courtesy Contests To Begin on July 1st.

We are pleased to announce that the Management has authorized the resumption of the Safety and Courtesy contests which were discontinued some time ago. Commencing July 1, 1934, and for a four months period ending October 31, 1934, and for each four months period thereafter (unless officially cancelled), these contests will be continued to, what we hope will be, a mutual benefit to all concerned. In addition to the street car Divisions, the contest will include the Los Angeles Railway Coach Division and the Los Angeles Motor Coach Company; the winners in all three of these groups to participate jointly in the award.

The reward for the excellent record made by the winners will be a dinner and entertainment given at the end of each four months period to which each winner may bring one lady guest.

The winners will be those motormen, conductors, one-man car operators, safety car operators, coach operators and conductors, who, dur-

ing any one period of the contest have the highest rating for "No Accident" and "No Discourtesy", and will consist of the first twenty men at all rail Divisions except Division One (ten motormen and ten conductors). Division One will be allowed in addition, five safety car operators. At the Coach Division the winners will be the first ten operators, and at the Los Angeles Motor Coach Company the first five operators and the first five conductors.

The charging for accidents and discourtesy complaints against a man's record will be handled exactly the same as in the past by the Division Superintendent after a full investigation of the case.

*R. B. Hill*

Manager of Transportation,

*F. Van Vranken*

Manager,

Los Angeles Motor Coach Co.

## Scattered Attention

By JOHN C. COLLINS

Supt. Meter-Mileage Department

In the last issue of Two Bells we spoke of the overconfident period through which the new man in the service is likely to drift. This article made no impression on some of these men. I therefore advise them to read it again and get its meaning.

On the 21st of May I rode with an extra man. He reversed his car once to make a service stop; fed the first notches too fast in starting, making a rough start and spinning the wheels; used sand in starting although the rails were not slippery. Sand is to be used to keep the rails from being slick, for the purpose of stopping. He made an emergency application of air in making a service stop and held air too long, causing a rough stop. He looked in the mirror too long in starting and glanced in it occasionally while running and from time to time he looked back through the car while it was in motion as if expecting someone to put a spotlight on him so he could take a bow.

The fact that he was following automobiles too close did not seem to register nor did it occur to him that they might be forced to stop at any time.

A man can not continue to do these things and remain on the job. He was instructed how to do this work and he is expected to do it that way.

If this man was thinking at all it was of himself. What he should be thinking about is the work he is doing. He should realize that a Superintendent is held responsible for his actions. The other men with whom he works expect him to assist in keeping up the standard they have set. The

## New Design of Coach



This new motor coach is one of four just received. They are 23-passenger, with standard air brakes and differ from other equipment particularly in following the present trend toward

streamlined design, with all-metal bodies and synchro-mesh transmissions. The motor is inside, at the front, and is equipped with a new design of clutch.

company's customers are entitled to some consideration also and, as they are paying for safe transportation they are not interested in a vaudeville act.

The men to whom reports are submitted by this man expect good reports. And the people on the street can not be left out of the picture for the life of a person on the street is just as important as the life of a person on the street car or in an automobile.

The man who does not recognize these things is not a desirable investment on the cars, or anywhere else, and if he has a family it is not getting from him all it is rightfully entitled to.

Street car work is of too much importance to trust it to a man who does not think about what he is doing. If he thinks about it he will pay attention to his instructions and to the rules of correct operation.

## In Memoriam

Richly won tribute we strive to  
extend  
To one who has proved herself—our  
friend.

She knew that some were invariably  
met  
With adversity, and did not forget  
And pass them by—but paused in-  
stead  
To help lift the load, thereby the  
head.

And though no longer her smile is  
seen,  
Her reward for life was a land  
serene.

There are many who remember her  
selfless way  
And pause to salute her—this  
Memorial Day.

*This beautiful tribute was written to the memory of Mrs. Mabel Knight Roberts by Mona Froelich of the Line Department.*

*Mrs. Roberts had been an employe of the Los Angeles Railway over thirty-one years when she passed away December 2, 1929. In all her years with this Company, she held an abiding love for her fellow employes, and those in the Line Department who have been the beneficiaries of her unselfish generosity expressed their appreciation by placing flowers on her last resting place on Memorial Day and by subscribing their names to this lovely poem in her memory.*

# A Prize For Your Best Story!

From time to time we have had safety and courtesy campaigns. The objective of these campaigns was to better the service so as to sell MORE RIDES.

We have had many meetings where able speakers pointed out to trainmen and bus operators the importance of their positions on the platform as salesmen of MORE RIDES.

Is there such a thing as selling more street car and bus rides to the Los Angeles public? Certainly.

Many of our trainmen and bus operators are constantly demonstrating their ability to make friends of their regular patrons, and regular customers of the occasional riders.

A man may obey the Operating Rules and Instructions to the letter and still not be a good salesman of the Company's service. It is all in the way each situation is handled.

The American Transit Association, the national organization of street railways, has outlined a plan which it is asking each member company to put into effect. It is called "A Plan to Help Platform Operators in Public Transportation Service Know the Most Successful Methods to Make Satisfied Customers of Their Patrons."

This plan is particularly important

now that we are in the midst of our Pass Selling Campaign in which every trainman and bus operator is vitally interested.

The plan calls for the inauguration of a contest among the employes, especially platform operators, for the best stories of how some difficult situation with a passenger or with the general public has been handled.

Four prizes of five dollars each will be awarded for the four best stories from each Division, including the Motor Coach Division. These stories, of course, must come from trainmen or bus operators in active service and must be authentic experiences of the trainman or coach operator while on duty.

In giving prizes, only the method of handling the situation will be considered and not the manner of presentation, such as grammar, writing or neatness. Typical situations will be given more consideration than freak situations.

The General Manager will appoint the Committee of judges from the official staff.

All communications must be in the office of Two Bells by closing time, 4:20 P. M., July 16th, 1934.

## Feathered Visitors Eating Breakfast On Desk In Personnel Department



The above is a picture of our little friends who come to see us every day, and we trust that this will settle an argument which seems to be waging between the Meter and Mileage Department, the Engineering Department and the Personnel Department in regard to whom these birds belong. The Personnel Department never dreamed but that they should be considered under our supervision as one has an "amputation" of one leg as you can see from the picture and naturally came to this Department for medical service, and we have a pair of crutches set aside for him at

any time he wishes to use them.

We first noticed these birds when the little fellow came to our fire escape and sang us a beautiful song at intervals throughout the day. We began putting food and water out for him and opened the window so that he might come in. He liked us so well that he brought his wife along and they now come each day and sit on Mrs. McKinley's desk and eat and sing. We are glad to have them go to the other Departments and sing for them, but they must not claim them as theirs, as the picture will prove our claim to them.



## Champion Pass Salesmen

Upper left, Conductor A. S. McFarland, Division Four; upper center, Conductor W. B. Mills, Division Five; upper right, Conductor T. G. Cumberland, Division Three; lower left, Operator W. H. Morgan, Coach Division; lower right, Conductor R. W. Bower, Division One.

### A. S. McFarland

Conductor A. S. McFarland of Division Four is naturally proud of his Scotch ancestry; admits he is just as shrewd in his business dealings as his fellow countrymen and wants good value for each dollar he puts out.

On the other hand, however, Conductor McFarland hates to see others pass up a good offer, things in which he cannot participate. So when the Weekly Passes, the most generous plan that any large, well organized street railway system could possibly offer, were placed in the hands of Los Angeles Railway trainmen, Conductor McFarland went head over heels into the business of selling them.

Sales were not so "hot" the first week but along came the second week and Mac sold fifty-eight.

At the time of this writing the third issue of Passes is on sale. Mac has already sold fifty-eight and has one more day to go.

### W. B. Mills

One of the top notch sellers of the Weekly Pass at Division Five is conductor W. B. Mills. For the first three weeks of the Pass selling campaign, he sold 136 Weekly Passes.

Conductor Mills believes in using salesmanship methods. He has stud-

ied the advantages of the Weekly Pass and believes in them so thoroughly that he almost always makes a sale if the passenger gives him a chance to talk. He says it is then just a matter of taking the money and handing over the Pass.

### T. G. Cumberland

T. G. Cumberland's just claim of being all Scotch stands him in good stead as a Pass salesman and his salesmanship ability, coupled with a desire to lay aside a "wee bit" for a rainy day, has made him very consistent in performance at Division Three. He says that he studied carefully the sales talk at the Division meetings, and the ideas advanced have enabled him to build up a very good weekly trade among our patrons, who save by using Weekly Passes.

### W. H. Morgan

W. H. Morgan, Operator of Coach 166 on Alvarado Street, is one of the champion Weekly Pass sellers of the Coach Division.

Mr. Morgan is like a good business man, he treats his customers right, and they trade with him again and again. He has a splendid record for courtesy to his passengers, and so

when he let them know that he had the Weekly Pass for sale upon which he could get a commission, they promptly showed their appreciation of his many courteous acts towards them, by buying their Passes of him. Many of Mr. Morgan's patrons are so loyal to him that they leave their money at a designated place, such as a restaurant or service station for their next week's Pass, so that he will be sure and get the commission.

### R. W. Bower

Meet Conductor R. W. Bower of Division One. Conductor Bower works a different shift every day, always meeting new people, yet he sold 26 Weekly Passes the first week, 32 the second week and 27 Passes on Saturday afternoon of the third week's sales.

Mr. Bower is Deputy District Commissioner of the Metropolitan Area for Boy Scouts of America and on Friday, which is his day off, visits various Scout Troops and has no time to sell Passes.

On Sunday he teaches Sunday School and engages in other Church activities, so that his selling is done on the cars and on Saturday afternoon. Mr. Bower says he finds that many passengers are buying their Weekly Passes from the trainmen with whom they regularly ride.



No, friends and fellow countrymen, these are not members of the Klu Klux. This is the Coach Division Baseball Team. Top row, left to right: M. Short, C. F. Dummer, C. B. Montgomery, J. G. Hemstead, Captain; E. J. Berry, C. Butler and F. E. Sherwood. Lower row, left to right: L. A. Cutler, W. S. Henderson, W. G. Thomas, A. C. Davis and V. A. Biggers.

### Schedule for Balance of Season

In order to carry out the original plan of running the Lary League baseball season for fifteen consecutive weeks, the following revised schedule of games will be played:

	11:00 A. M.	1:00 P. M.	3:00 P. M.
June 10	Coach Div. vs. Div. 5	Div. 1 vs. Div. 3	Div. 4 vs. Ver. Yd.
June 17	Div. 4 vs. Div. 5	Coach Div. vs. Div. 3	Ver. Yd. vs. Div. 1
June 24	Div. 1 vs. Div. 5	Div. 3 vs. Div. 4	Ver. Yd. vs. Coach Div.
July 1	Div. 4 vs. Ver. Yd.	Div. 1 vs. Coach Div.	Div. 3 vs. Coach Div.
July 8	Div. 4 vs. Coach Div.	Div. 3 vs. Ver. Yd.	Div. 1 vs. Ver. Yd.
July 15	No game.	Div. 5 vs. Ver. Yd.	Div. 5 vs. Coach Div.

### MAY 27TH

Division One	0 0 0 2 0 0—2
Division Four	1 0 4 0 1 0 x—6
Coach Division	0 0 2 0 4 0—6
Vernon Yard	0 2 0 0 0 0—2
Division Five	0 3 3 0 0 4 1—11
Division Three	2 1 1 0 1 2 0—7

### Standings of the Teams

	W.	L.	Pct.
Division Four	8	1	.889
Division Five	7	2	.778
Motor Coach	5	2	.714
Division Three	4	5	.444
Division One	1	8	.111
Vernon Yard	0	7	.000

### Standing of Teams For May

It is regrettable that space does not permit a detailed account of the twelve games played by the teams in the Lary League during the past month but if any facts pertaining to the excellent playing of the six teams might be gleaned from the following scores, well, that's something.

As many of you know, the teams play three seven-inning games each Sunday at the Los Angeles Railway Ball Park at Vernon Yard. The games start at 11:00 a.m., 1:00 and 3:00 p.m.

A beautiful traveling trophy presented by our General Manager P. B.

Harris, will be awarded the winning team. The season closes next month.

### MAY 6TH RESULTS

Division Four	1 0 0 1 2 2 0—6
Vernon Yard	0 0 2 0 0 0 1—3
Division Three	8 3 3 3 1 x—18
Division One	0 0 0 1 2 x x—3
Division Five	0 0 0 0 4 1 0—5
Coach Division	1 0 0 2 0 0 0—3

### MAY 13TH

Division Three	0 0 2 6 1 1 0—10
Coach Division	0 5 10 0 0 0—15
Division Four	0 0 1 6 4 3 x—14
Division One	3 1 0 4 2 1 x—11
Division Five	0 0 3 2 1 1 0—7
Vernon Yard	1 0 2 0 1 0 0—4

### MAY 20TH

Coach Division	0 1 3 3 2 1 0—10
Division One	1 0 0 0 0 0—1
Vernon Yard	0 0 0 0 0 0—0
Division Five	0 0 1 0 3 2 0—6
Division Four	0 0 3 0 1 0 3—7
Division Three	0 0 0 1 0 2 0—6

### League Dance Success

By C. J. KNITTLE

On May 29th the Lary League Baseball players presented a dance at Ross' Virginia Ballroom, 54th and Broadway. The event was a remarkable success.

Roy Platner, organizer of the League and leading spirit in arranging the Dance, estimated the attendance at close to four hundred.

A number of beautiful as well as useful door prizes were awarded.

The net profit of the affair was equally divided and given to the managers of the six Lary League teams.

## Talks of Interest and Help

The regular monthly meeting of the Mechanical Supervisory forces was held as usual in the Instruction Room at South Park.

S. A. Bishop, General Claim Agent, was to speak, but was unable to do so and has promised to be chief speaker at the next meeting.

Mr. H. E. Jordan acted as Chairman and the program was a continuation of the previous program on Efficiency Cards.

A new efficiency card system has been installed for the use of the Mechanical and Automotive Departments and the last few meetings of the Supervisory forces have been devoted to this subject. Many new ideas have been incorporated and the discussions at the meetings have been very helpful and informative.

Mr. Jordan will announce the next meeting at a later date.

J. E. STEENROD, *Secretary*

## Formen Will Frolic

The regular monthly meeting of the Los Angeles Foremen's Club was held in the Richfield Building Tuesday, May 15th.

After everybody had stretched themselves around a big, husky steak they were content to lean back and look at the pictures of the construction of Boulder Dam that were shown. The description was given by Mr. Caldwell, of the Bureau of Water and Power, and Mr. Smith, of the Southern California Telephone Company.

It is gratifying to note that the Los Angeles Railway was very well represented.

Now! Here's what you want to know! The regular annual picnic and field event day will be staged Saturday, June 23rd, starting at 1:00 P. M.

Save the date, men, and let's see a good big bunch on hand. Come prepared to have a lot of fun. Those of you who have attended former picnics know what to expect. Those of you who have not will get a very pleasant surprise.

There will be lots of fun, lots of eats and lots of prizes.

The place will be the same as before—the Uplifters Club Polo Field on Beverly Boulevard near Santa Monica.

Prizes are to be issued to paid up members only.

Wear your old clothes—you'll need 'em.

DOYLE RISHEL,  
*Member Foremen's Club  
Executive Council.*

## P. B. Harris Traveling Baseball Trophy



This is the Lary Baseball League Traveling Trophy and was donated to the League by P. B. Harris, General Manager of the Los Angeles Railway. The picture does not do this beautiful Trophy justice. The figures are of polished copper alloy, and are backed by a plate glass mirror on which there is a copper plate bearing the inscription, "Los Angeles Railway—P. B. Harris Trophy." The base is of hard maple, beautifully turned and lacquered black and is the work of Pattern-maker Mishens of South Park Shops. It will be exhibited at the various Divisions.

## Old Timers' Team

Division One trainmen have organized an Old Timers Baseball Team and are eager to play off-season games against any regular Los Angeles Railway Baseball Team.

They wish to challenge the Division One regulars first, for some reason? The games to take place at Vernon Yard any time after July 1st.

Every man on the Old Timers Baseball Team is thirty-five years of age, or over. There is no limit as to the age above thirty-five.

The team is independent from the League teams and its uniforms are to be blue waist overalls, blue work shirts with elbow sleeves, caps all the same color regardless of what color they are, and tennis shoes. So if there is any other Division that may copy-right the idea of organizing an Old Timers Baseball Team they must adopt a different color for their uniforms.

Division One Old Timers Baseball Team is practicing at Vernon Yard every Sunday between 8:00 and 10:00 A. M.

NATE ROBINSON, *Organizer.*

The Trophy is to be kept by the winner of the present series and is to be held until the end of next year's series when it will be turned over to the winner of that series, etc. If at any time during the tournament of games, one team wins the series three successive times, then the Trophy will become the permanent property of the three time winner.

True sportsmanship has been shown by every member of the Baseball League and the games have been enjoyed by the big audiences attending the games.

## Boys' Day Visit

H. E. Jordan, Superintendent of Equipment, reports that on May 3rd, they received a delegation of twenty-three boys at the Garage and thirty-two boys at the South Park Shops according to the regular "Boys' Day" program.

A regular scheduled program was prepared for each group to show them the major operations, devices, and facilities that are used in each place to carry on the work. Small exhibits were set up to show the detail operation of some of the mechanisms.

At the end of the tour through the Shops, William T. Brown took the group to the instruction room and showed them the operation of the equipment that is installed there for instruction purposes.

C. B. Lindsey furnished each boy with a mimeographed synopsis of the equipment of the Garage which also included some of the outstanding features of the operation from that point.

Both groups appeared to be extraordinary intelligent and were very appreciative of the attention shown them.

# Personnel News Item

By R. A. PIERSON  
Superintendent of Personnel

We are happy to announce that effective June 1st employees of the Los Angeles Motor Coach Company will participate in the membership of the Wives' Death Benefit Fund. We anticipate that when the membership is complete it will increase the benefits to between \$525 and \$550.

During the month of May, there were ten employes confined to the California Hospital, representing 57 hospital days. The cost of this hospital service during the month of May was \$412.81. The unexpected happened during this month as there were two days when none of our employes were in the hospital, the first time this has occurred since the present Medical Plan was inaugurated.

The latest report shows that Walter C. Brown, Assistant Superintendent of Car Equipment, is improving. All will be glad to see him back with us again.

A. L. Dellinger, Repairer, Mechanical Department, had the misfortune to break his wrist when he fell from a truck recently. He is getting along nicely, however.

L. Chiaro, Garage Mechanic, the baseball fan, is doing nicely, and we know that he is anxious to get back to playing the old game again, as well as to get back to work.

Speaking of baseball reminds us that we have had six or eight more casualties in the way of sore muscles, cracked shins and fingers necessitating medical attention. How many others are suffering from injuries which did not require medical attention is not known.

J. E. Palmer, Coach Operator, had the misfortune to injure his back when he was in swimming and encountered a large wave which proved too much for him. He is getting along nicely and will be back on the job soon.

Each summer a number of our employees contract severe cases of sunburn while at the beaches, and occasionally there is a case which becomes rather serious. It is hoped that this will be a little reminder and that precaution will be taken to protect against sunburn this summer.

Nick Costa, Janitor Mechanical Department, who has been on the sick list since April 27th, is slowly improving.

Motorman A. C. Campbell, Division Five, is still on the sick list but is feeling much better.

Latest reports indicate that D. A. Jones, Conductor, Division Three, who underwent an operation, is improving and hopes to be back at work soon.

The many friends of C. F. Eastman, Conductor, Division One, will be pleased to learn that he is still improving, although slowly. He has had a rather long siege but is coming through smiling.

E. Gaston, Repairer, Mechanical Department, who met with a painful injury on March 27th which resulted in a couple of crushed fingers, is doing fine. He is able to come to the office occasionally.

S. D. Hubbell, Operator, Coach Division, spent about two weeks in the California Hospital recently on account of an operation.

The address of Ed Urban, Conductor, Division One, was changed to 1414 South Hope Street on account of a slight operation. No doubt Ed will take exception to the word "slight." He is doing nicely.

We received a letter from our good friend George Link of the Engineering Department a few days ago. He is at the present time in Banning, California, and is feeling much better. Write again, George, we are always glad to hear from you.

Last reports from A. G. Richards, Conductor, Division One, are that he is much improved. He has had a rather serious time due to pneumonia.

S. L. Wickham, Motorman, Division Four, who underwent a very serious operation on April 12th, is now out of the hospital and doing fine, even though he is rather weak and improvement seems rather slow to him.

Arthur Orton of the Personnel Department received two letters and a post card from J. C. Lewis, who is on the Special Roll, and who is taking a trip around the world. One was mailed from Western Australia, another from Bay Biscay and the card from Cairo, Egypt. These letters are very interesting and J. C. seems to be having a wonderful trip. He asked to be remembered to the employes of the Railway.

We regret to report the death of two of our employes during the month of May, and also the death of the wife of one of our employes. The two employes were covered for the full amount of insurance under our group policy. Both deaths occurred on the 14th, one about 9:00 A. M., and the other at 2:30 P. M. and on the 15th the beneficiaries had been given a draft for the full amount of the insur-

ance. The employe whose wife passed away was a member of the Wives' Death Benefit Fund.

During the month of May there were 120 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

There is no doubt but that our employes realize more each day the importance and value of the protection they receive under both of these policies. Employers as well as employes are beginning to realize the importance of insurance, especially group insurance, and statistical reports show that a great many employers are putting into effect policies similar to the ones we have had for the past four years.

## Another Granddad

Dr. Carlton S. Allen, of the Main Office Building, was presented with his first grandchild on May 25th, when his son announced the arrival of a son.

## Saves Two Lives

By C. J. KNITTLE

Two persons, a man and a woman, who were revived in the Emergency Hospital at Manhattan Beach on May 13th after a near tragedy in the water, are probably wondering who their rescuer was. A few days later it developed that Conductor L. W. Beavers of Division Four was the man who saved the helpless swimmers.

Conductor Beavers, modest and reluctant about publicity for his part in the incident, finally stated he was fishing in the surf at Rosecranz Avenue in the beach city when four persons, two men and two women, entered the water near him.

After swimming about ten minutes some distance from shore, one of the women was stricken with cramps. The other woman swam to the beach and called for help. The two men attempted to bring the helpless woman in but failed.

Conductor Beavers went in after them. One of the men swam to shore but the other, completely exhausted, was brought in with the woman by Conductor Beavers.



L. W. Beavers



# Square and Compass Club

The monthly meeting held on Saturday, May 19, 1934, at Boos Brothers Coffee Shop, like its predecessors, was a huge success and was enjoyed by all present.

The entertainment portion of our program featured the Goodwill entertainers, furnished through the courtesy of The Goodwill Industries of Southern California.

This group consisted of the following members: Jay W. Rathbun, Supervisor; Jack Lonas, comedian; Gordon Moore, baritone; Robert Wilson, basso, and John Wallace, piano.

Each individual was an artist in his own particular line and was well applauded by an enthusiastic audience.

Jay W. Rathbun, Supervisor, made a very impressive talk outlining the work and activities of this worthy institution.

Their slogan, "Not charity but a chance," was fully explained, and our members present at the meeting have a better understanding of the good work that is being accomplished by this group.

Following the entertainment, a short business meeting was held and several important matters were discussed. The most important was the Annual Picnic to be held on Sunday, June 10, which by the time this is read, will be a thing of the past, so that further discussion on this subject here is unnecessary.

## Now for the BIG NEWS

Our next meeting, Saturday, June 16, will be held at the Hotel Rosslyn, and your committee has made arrangements for a super-excellent dinner and entertainment. It is necessary, however, that we have full cooperation of the members, as without your help and support it is impossible to continue with such an elaborate program.

May we therefore count on YOUR attendance? You will not be disappointed we assure you.

It is anticipated that this will be the last meeting until September, therefore you are urged to attend.

Remember the date—Saturday, June 16th, 7:00 P. M.

Hotel Rosslyn (not Annex).

Read your bulletin for full details.

## COMPASS POINTS

Bill Taylor had as his guest Chester W. Reynolds, Associate Guardian of Bethel No. 34, Job's Daughters. He is a member of Manchester Lodge No. 499, Los Angeles, California.



Candid Camera Catches Chaplain  
A. G. Rex Coily Cogitating

H. H. (Don Pedro) Peterson was unable to attend our last meeting due to illness.

Don Grant, missing for several months, finally showed up—it appears that he secured the services of a small colored boy neighbor to take his pet canary to Torrance.

We anticipate seeing more of Don in the future now that the canary has been taken care of.

Clay H. Heywood, the Sphinx of Division One, could not be persuaded to talk, but assured us that he would have a good story for our next meeting.

We noted that the famous Cough Drop Brothers are now triplets, and all good members of the Club. They are (without their whiskers), Russell B. Smith, Raymond B. Smith, George A. Smith.

We are informed that "Doc" Lloyd Yeager was practicing his uncanny magic, particularly the disappearing cigarette trick. Warning! Leave valuables at home, warts and what have you!

Poor Elmer Wood, the beautiful blonde that he was making eyes at, turned out to be a female impersonator. What a disappointment!

It is rumored that Bill Taylor had been keeping late hours, not retiring until 9 P. M. This probably accounted for his effort to catch up on his sleep, during which time he neglected his guest of the evening.

Several of our regular members were conspicuous by their absence.

Names withheld in the hope that they will not disappoint us at the June meeting.

One last word in conclusion.

Before the end of the year we anticipate several special events, among them being Ladies' Night.

This will be discussed at our next meeting.

Fraternally yours,

JACK K. WILSON,  
Director of Publicity.

## Remodeling Offices

The Dispatcher's offices on the seventh floor of the Main Building have been completely re-arranged and built over to give the maximum of efficiency and comfortable working conditions.

Sound proofing material has been installed which deadens the street noises and an entirely new lighting system eliminates the glare. A new automatic dispatcher's board will be installed. The work will be completed in about 30 days, according to Jim Bodley, Chief Dispatcher.

## Recovering

Walter C. Brown, Assistant Superintendent of Equipment, has been sick and away from the job since April 26th. He is up and about and the news is that he will soon be back at his desk. His return will be a matter of rejoicing at South Park as he has been badly missed.

## Honorary Assn. Picnic

Date—Saturday, June 16th.

Why Centinella Park? Because it is the best Park available and reached by the street car lines. There is room for everyone without being crowded by other picnickers.

Autos or buses will meet all picnickers at Prairie Avenue and take you to the grounds. We want wives of all Honor Roll Employees to come and get acquainted.

What to bring. First, yourself and your family, and a knife, fork and spoon to eat with, all food will be provided.

There will be sports and entertainment, and prizes will be given for the best FISH STORY, and also for the best story about early street car life in Los Angeles.

Dinner will be served at 1:00 P. M., and sports and games from 2:00 to 3:30 P. M.

Members must show Honorary Association card to entitle them to their dinner.

GEORGE A. PRICHARD, Secretary.



From the hundreds of faces that smiled up at the Two Bells' camera man one might readily conclude the event was truly a Frolic. The dance was held May 12th at the Masonic Temple. The proceeds went to the Division Four Baseball Team to pay current expenses.

Over five hundred sport lovers and dance lovers attended the event. The Ball Players of Division Four thank them sincerely for their patronage.

## Veterans Club

We had figured that the last dance would finish up the season until Hallowe'en, but we have had so many requests to have just one more that it has been decided to finish up the season with another dance on June 30th, same place, same orchestra and in the same cool Club Room. So be sure and be with us if you are in the mood for a good time.

At the meeting held Friday, May 25th, Past Commander Culver was appointed General Chairman of the Picnic Committee and he will start the ball rolling at once. It was decided to hold the picnic at Sycamore Grove on the 15th of July providing we can obtain the grounds on that date, otherwise one of the following Sundays. Full data on the picnic will be in next month's issue of Two Bells.

June 2nd was the date of the "Fun House Frolic" and did we have a good time?

Some time in July, after the date of the picnic has been set, a Sunday will be picked out for a trip to Catalina for the whole family. Can you imagine the time the bunch could have on a trip like that? One dollar rates can be obtained through the Company. So keep your eye on the Bulletin Board for the date.

All our sick Comrades are getting

along fine and will be back on the job in the near future.

Anyone desiring a cap will please get in touch with either the Commander or the Adjutant. They are \$2.00 each and we have all sizes on hand.

See the Auxiliary column for an important announcement for the big doings on the 16th.

H. F. NELSON, *Adjutant.*

## Auxiliary

Our June meeting falls on Saturday the 16th and will be the second of our social affairs. All members please note the following: This meeting will be held at 3558 North Figueroa Street, formerly Dayton Ave. The time—8:00 P. M. The nature of the entertainment will be a "Monte Carlo Nite" and the admission 25c a person, including "FUN" and refreshments.

On May 22nd a group of our Ladies journeyed to Pasadena to witness the competitive drills of the United Spanish American War Veterans Auxiliaries. The object of this trip was to secure ideas for our own drill team which is being formed and which we hope to have on the floor within a few months.

Plans for our annual picnic are being discussed and further announcement will be made in the next issue

of the Two Bells, but this much is known that the affair will be held sometime in July. Remember the good time you had at the last one? Well don't miss this year's outing.

At our May meeting we initiated three new members. There are still several applications on file which have been approved, but the signers of these applications have not as yet attended a meeting. Ladies, will you not come to our next meeting and let us put you through the ropes? Don't pass up all the good times that we are having and will continue to have in the future.

Just in case you have forgotten, let me remind you that we will be a-lookin' for you on the night of June 16th.

ESTHER L. WILLIAMS, *Secretary.*

Registration of voters for the August Primaries will close July 18th. All those who have moved since last registration and those who neglected to vote at either the August Primary or the General Election in 1932 must re-register in order to vote again. R. S. Bliss, of the Personnel Department, will give prompt attention to taking your registration if you will telephone him at that Department.

## To Win A Bet

Dedicated to Bert Schaubert

By F. W. Mellentin

There is a fellow named BERT  
Who resembles a fellow, JOE TWERP.  
This BERT does not care to have fun,  
He'd rather whittle an old gun  
Because he thinks that's fun;  
But just pay no atten-shun  
Let him whittle, THE OLD SON-OF-  
A-GUN

Because he's a GUN EXPERT, this  
BERT.

He built for himself a bench  
For to work on with a wrench,  
But the lumber, the family contended  
Was new and for other use intended  
And pile the family stores on his  
bench

So poor BERT has to go other places  
To whittle his guns and make faces  
And also to work with his wrench.

## Chess Club Moves

The Lary Chess Club headquarters  
have been moved to Room 309 in the  
Main Office Building.

## What! What!

What is this about T. G. Duvall,  
Cashier and Asst. Paymaster, winning  
a jack pot out at the golf grounds  
only to have Babe Dietrickson, who  
was looking on, grab a handful of the  
dimes. Duvy tried to persuade Babe  
to be a good sport and spend her ill-  
gotten dimes, but she was too wise  
and refused to part with her "easy  
money."

That's the story as we heard it.

## Tennis

A Tennis Tournament is to be held  
on a private court in North Hollywood  
on Sunday, June 10th. The following  
men have entered: Messrs. Frazier,  
Hobbis, Ormston, Chamberlin, Sher-  
wood, Hawley, Grant and Taylor.

A bronze trophy has been donated  
by E. G. Ward, Jeweler, 1063 South  
Broadway, and is to be presented to  
the winner of the Singles Tourna-  
ment.

## Track Renewals

The Way and Structures Depart-  
ment have renewed the curves at Ven-  
ice Boulevard and Burlington Street,  
at Twenty-fourth and Hoover Streets,  
and at Sixth and Alvarado Streets.

Both special work and curves were  
renewed at the intersection of Third  
Street and Vermont Avenue.

## Troop 45

Scout Troop 45 now has a new  
Scoutmaster. Mr. Bower was asked  
to be Deputy Commissioner of the  
District and he took the job, and al-  
though we hate to lose him we are  
glad to see him get promoted. Mr.  
Dyson, a Division One conductor, is  
our new Scoutmaster. He was for-  
merly an Assistant Scoutmaster.

The Troop now has new necker-  
chiefs. They are red with yellow let-  
tering. The letters "LARY" and also  
a picture of a street car are on the  
neckerchiefs.

At the time of writing the Commit-  
tee has definitely decided that there  
will be no Troop meetings while  
school is out. We will get together  
on a few hikes and swims, however.

BOB BOWER, *Publicity Manager.*

LYNN WEBER, *Two Bells Reporter.*

## Auditors Picnic

By BILL TAYLOR

Past, but never to be forgotten, is  
the picnic held at Banning Park on  
May 6th by the Auditing Department  
and their numerous friends.

A large crowd was on hand to wit-  
ness the ball game between the Au-  
diting Department and the Engineer-  
ing Department, which was won by  
the Checkers, 9 to 6.

Immediately after the men's game  
the ladies chose sides and played, but  
being short of players, the men were  
drafted to complete the teams. What  
a game!

Eats came next and, judging by the  
many happy grins and ejaculations of  
joy, they were just what the doctor  
ordered.

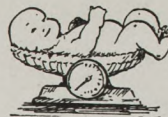
Climaxing the day's activities came  
the races under the supervision of  
Bill Taylor and his able assistants.  
These were closely contested and the  
winners were presented with many  
beautiful prizes.

A good time was had by all.

## Late News from Dr. Stork

Motorman Bennie Butler, of Divi-  
sion Five, proudly announces the birth  
of a baby boy on Sunday, June 3rd.  
The baby tipped the Fairbanks at  
eight pounds and one ounce. Scribe  
Mason says the whole family is doing  
fine.

Fire hazard season has arrived. This  
calls for a very careful observance of  
fire regulations.



## BIRTHS

E. E. Johnson, Motorman and Extra  
Switchman of Division Four, proudly  
announced the arrival of a baby boy  
at his home May 16th. The little gen-  
tleman weighed nine pounds and five  
ounces and has been named Earl  
Edgar. Congratulations, Johnnie.

\* \* \*

Conductor W. E. McGuyre of Divi-  
sion Four also announces the birth  
of an eight-pound baby boy at his  
home May 17th. Mother and baby  
doing nicely. They have named him  
Warner Earl. Best wishes, daddy and  
mama.

\* \* \*

Another Scotchman! Born to Mr.  
and Mrs. Robert Calderwood, April  
30th, a nine and one-half pound baby  
boy, Robert Howie, Junior to you. If  
Mrs. Calderwood is as proud as our  
Scotch Carpenter, we fear for a very  
much spoiled baby boy. Congratula-  
tions from the boys of the Shops.

\* \* \*

Sparks Holloway of Division One  
Mechanical, was presented with a  
brand new baby daughter on May 10th.  
Her name is Patricia Joanne. Mother  
and daughter are reported to be doing  
nicely.

## Journey's End

Hiram Osman Taylor, Service In-  
spector in the Transportation Depart-  
ment, passed away May 14th. He was  
born in Try, Iowa and was employed  
by the company as Service Inspector  
on December 5, 1923. He was a mem-  
ber of W. O. W., Fremont Camp, Los  
Angeles. Mr. Taylor is survived by  
his wife and five sons.

\* \* \*

Arthur Bosworth Morse, Flagman  
in the Transportation Department,  
died on May 14th. He was a native  
of Westfield, Massachusetts and start-  
ed with the company as a conductor at  
Division One on March 30, 1899. He  
was appointed Flagman June 1, 1933.  
Mr. Morse is survived by a son.

## Appreciations

We wish to express our deep  
appreciation to all the employes  
of the company for your kind-  
ness and sympathy in our recent  
sorrow and for the many beau-  
tiful flowers.

Mrs. Gertrude Taylor and  
Roy, Lyle, Roland, Donald and  
Loren Taylor.

\* \* \*

This is to acknowledge with  
sincere thanks the kind expres-  
sion of your sympathy.

J. F. O'Connor.

## Lost, Strayed or Stolen

Man's blue coat sweater left on bleachers at Vernon Yard on May 13th. Finder please notify E. R. Graham, General Offices, Station 52.



## Division One

H. N. COLE

### DIVISION ONE SCORES

Sunday, May 6th, was a red letter day in the history of Division One. Not an accident, not even a report. Come on, the rest of you Divisions and match this one!

Motorman Nate Robinson says a cat is a cat regardless of its color. Recently he contacted one on the road and a little later he lost the first step this year.

A few Sundays ago Motorman E. R. Rath and H. N. Perkins boarded Motorman C. A. Weaver's car on their way to the ball field for practice. Rath is captain and Perkins is pitcher, and they became so interested in the discussion of the game, they left all their balls and bats and everything on the car, except their uniforms, which they had on. On the car's return trip the lost articles were returned and the play went on.

And Ray Kelly made another home run the other Sunday which entitled him to a free hair cut, shave, shampoo and what have you, according to the barber located in the LARy Building, who was present.

Motorman Bill Herman tells the first fish story. He says he caught an eel with a long snout. The eel was about four feet in length and the snout one foot long. He was afraid to eat it so he cooked it for the cat.

Motorman T. M. Furgerson and Conductor W. B. Kreckler have found a new way to get overtime. Instead of pulling in, just make another half trip and then pull in. They made a mistake in reading the schedule.

A prize should be awarded Motorman J. P. Kennealy for the biggest boner pulled this season. He pulled into the barn one hot evening; took his run numbers off and walked down the track to the number rack, with his hat in one hand and his numbers in the other, and carefully hung his hat on the hook and took his numbers home.

Operator T. R. Guideback bid on a run that was open. The bid box was opened on his day off, and he was so sure he wouldn't be so fortunate as to get so good a run, he didn't bother to call up. So next morning he came down as usual to pull out at 6 o'clock and found he was the successful bidder and his new run called for relief at ten o'clock. Four perfectly good hours all shot.

Motorman Nate Robinson has organ-

ized an Old-Timers Baseball Team. Past experience and thirty-five years of age or over, are necessary qualifications to join the team. They are practicing every opportunity to play the regular Division One team at an early date, and to play off season games with any team. Joe Singer is captain, so the regular team had better look out.

Conductor L. L. Chesney has returned from a trip to Kansas where he was called on account of the death of his father. His father met his death in an automobile accident in which both his mother and sister were painfully injured.

Conductor M. H. Snyder is taking sixty days off to visit relatives in Colorado, Nebraska and Minnesota.

Conductor E. B. Adams has returned from a trip to Oregon where he was called on account of the drowning of Mrs. Adams' father.

Conductor V. B. Jones is taking a ninety-day vacation to visit relatives in Illinois, and on his way back he will visit Yellowstone Park and other places of interest.

Motorman P. K. Huffer took the month of May off to visit relatives at Joplin, Missouri. Former Motorman John Henschall now lives near Joplin. Hope P. K. calls on him while there.

Motorman A. W. Smith is visiting relatives in Missouri. He will be away for sixty days.

Motorman R. R. Youts has returned from a three weeks vacation which was spent at Bishop, California.

Motorman A. A. Johnson is back on the job after being off for several weeks on account of an automobile accident while on his way home.

Conductor A. G. Richards who has been on the sick list for nine weeks, is reported as improving and expects to be back on his run shortly.

During the month Conductor Ed Urban spent a week in the hospital where he underwent a minor operation.

Conductor E. D. Hart called for relief a few days ago when he strained some ligaments in his side while lifting a window. Last reports say he is improving.

Christine McCurry, daughter of Conductor J. W. McCurry has returned from a visit of several months with her grandparents near Dallas, Texas.

No, Conductor R. W. Larson and Motorman C. C. Black are not twin brothers, although they are as much alike as two peas in a pod.



## Division Three

L. VOLNER

For many months Supervisor Perry had been missing from his old stomping grounds around Avenue 28 and North Figueroa. His many friends were wondering what had become of him, but with the ripening of the wild oats along the private right-of-way just north of Sycamore Grove, Mr. Perry was back at his old station and his faithful steed,

"Spark-Plug", was staked out among the oats. Mr. Perry must have managed to get back to his former location just as the grazing was good so he would be in a better position to look after his horse. Last year he was doing his best to put some fat on old "Spark-Plug" when someone must have dropped a lighted cigarette in the pasture, thus ruining the grazing, and causing the trip back to Tennessee to be made by auto, when Mr. Perry had his heart set on "Spark-Plug" making the trip. Anyone passing that district, be very careful with lighted matches or cigarettes, and we may be able to help Mr. Perry make the trip this year as he desires.

\* \* \*

### Wedding

For quite a while Conductor C. Detrich had been somewhat worried, for he was afraid he was going to lose his roommate. Well, the big thing happened on May 17th! Conductor J. Ramsey took unto himself a wife. The best of luck is the wish of the boys of Division Three.

\* \* \*

On account of the serious illness of his son, Conductor Harry Beals was off duty several days during the past month. As this was written the son was in the hospital and showing some improvement.

On Sunday, May 6th, Motorman S. N. Tribble was fishing off the new barge off Terminal Island and caught fifteen halibut.

On the same date Motorman R. Romani was fishing at Redondo but didn't catch a thing.

Anyone in the market for fresh sea food will do well to consult Foreman Reid, Operator Wankier, Motorman Hollenbeck and several others who are weekly venturing out into deep waters in search of various members of the finny tribe. Sometimes they get 'em and sometimes they don't—mostly don't.

Head gardener Arthur Walker says it won't be long now until our flower garden will be developed to such an extent that the beauty of the grounds around Division Three will be very much improved.

Division Three Baseball Team seems to have been out of step the past several games, but the hot dogs, double-jointed peanuts, hamburgers, etc., supplied at the grounds by Manager Harry Tuttle of the Car Barn Cafe, make you feel better even though our team has been on the losing end.

A timely tip to those who are selling weekly passes: Always ask a prospective buyer just where he expects to use the pass before you tear it out of the book. Several pass salesmen have lost most of their profit by tearing out a \$1.00 pass when the buyer really needed a \$1.50 pass. Do not make any adjustment but refer the purchaser to the downtown office.

After a several weeks visit, which was spent in the vicinity of St. Louis, Missouri, Operator M. C. Sonner is back on the job.

Conductor W. H. Quibell writes from his old home in Waterloo, Iowa, saying that he expects to return at an early

date. He says that the dust storms which they have been having in that section resemble the blizzards of winter time, and that conditions are not at all good in that section.

Conductor W. H. Quam and wife have returned from a two weeks vacation which was spent at the various mountain resorts.

For the next several weeks, Motorman Fred Stauss and wife will be on a vacation which will be spent in visiting points in the northern part of the state.

Motorman P. C. Smith and family are on a two months visit to their old home in Santa Fe, New Mexico.

Conductor J. M. Scantlen is on an extended trip to Oklahoma where he will visit with relatives.

Motorman A. Johnson and family are on an extended trip to points in the East to visit relatives. During their trip they will visit the World's Fair at Chicago.

While visiting at Catalina Conductor J. H. Glidewell acquired a beautiful sunburn which necessitated his being off duty for several days.

\* \* \*

#### Married

On May 15, 1934, Conductor A. E. "Red" McGown was married to Miss Marguerite E. McDougal. The boys of Division Three extend their heartiest congratulations to Mr. and Mrs. McGown.

\* \* \*

Here is a little news item which came in too late for the May issue of Two Bells.

Motorman Charles H. Owens and his wife, the former Edna Mae Wilkins, celebrated their third wedding anniversary on Saturday evening, April 28th. A very sociable evening of bridge, five hundred and bunco was enjoyed. Several appropriate readings were given and Christy Pocino, who played over the radio earlier the same evening, played several good selections on the piano-accordion. Delicious refreshments were served to twenty-nine guests. Many lovely gifts were received.



C. J. KNITTLE

Though Lary League Baseball still holds the center of attention, the fishing season is on and once again we are listening to the usual stories of the big ones that got away.

One day recently a party composed of Motorman C. B. Hunter, his son Howard, and Conductor F. E. Tobey fished in the vicinities of Point Firmin and Seal Beach. Howard, a husky youngster of about one hundred and eighty-five pounds, was having exceptionally good luck but in the excitement would yank the fish out too vigorously. Many a time Papa Hunter had to climb the masthead and untangle Son Howard's fish and line. The nausea that precedes seasickness soon overtook Papa Hunter but he made

up his mind to keep it secret so Howard and the folks at home would not have the laugh on him. The idea, however, was blasted a few minutes later when a six pound bass slapped him square in the face. Howard had hooked another. Papa did his stuff over the rail.

On May 3rd Motorman J. D. Ledford, Conductor D. W. Higgins and Operator Ira Mattern went to sea in Ledford's sailing launch. They reported a pleasant trip and a fair catch. In one instance, however, Ledford's steel rod, which he had left braced while he assisted the others, was jerked overboard apparently by a hooked fish. He keenly regretted the loss of the valuable rod but not for long. Not many minutes later Higgins felt a vigorous jerk on his line and in pulling it in found he had hooked Ledford's rod and a five pound "skate" fish.

The vacation season is also here but to date has not drawn heavily from the Division Four personnel.

Conductor M. C. Mathew was granted thirty days leave on May 2nd to drive his father to Iowa.

Operator J. Howarth was granted ninety days leave on May 16th to visit relatives in Providence, R. I.

Motorman E. T. Ellegood left for Northern California May 17th to visit relatives. He was granted three weeks leave.

Motorman W. Brotherton is visiting relatives in Vancouver. He left May 21st on a thirty day leave.

Operator Harry Hames was granted thirty days leave May 19th and is visiting relatives in Kansas City, Mo. and St. Joseph.

Conductor D. L. Lowen is also taking thirty days to visit relatives in Oklahoma City and Kansas City. "Duke" is driving back. He left May 20th.

Conductor C. S. McCoy is spending a six weeks leave visiting in Kansas City, North Dakota and Yellowstone Park. McCoy left May 21st.

Conductor A. W. Beardsley left hurriedly for Salem, Oregon, May 19th when word reached him that his father had been killed in an accident. He was granted thirty days leave. Our sincere regret is extended Conductor Beardsley.

Motorman J. D. Ledford spent a two weeks leave starting May 25th visiting in Grant's Pass, Ore.

Conductor C. R. Clark is still giggling over a bit of luck that came his way one recent day when he picked up a piece of currency between the seats in his "P" car and slyly slipped it into his pocket. A few minutes later when no one was looking he pulled it out to see how large a bill it was and found it was a Five Smacker bill with Boob McNutt's picture gracing the face of it.

A general choice of runs was held Saturday, May 19th.

\* \* \*

#### Married

The wedding bells rang out May 15th and Conductor G. E. Kinnison and his lady fair, Miss Alma Sando, took the solemn vows in a beautiful ceremony at Our Saviour's Lutheran Church, 14th and Oak Streets.

Our sincere best wishes are for their happiness.

\* \* \*

Our idea of one of the more aggressive weekly pass sellers is Conductor Ed Croughan of Division Three who slipped up to the Hall of Justice on May 11th, the day before the first passes were issued, took orders for twenty-seven of them and collected ten dollars in advance.

Conductors Ed Muckey, L. H. Farr and Motorman P. H. Kelley made a trip recently to Death Valley visiting several peculiar but interesting places such as Randsburg, Johannesburg, Costio Hot Springs, and crossed the desert to Dargen; drove through Death Valley to Stove Pipe Wells. Then to Furnace Creek, a resort, and from there to Bad Water—the lowest place in America (the temperature was 118 in the shade). From there the party crossed the Mojave again to Las Vegas, visited the Boulder Dam and returned to Los Angeles by way of Barstow.



FRED MASON

Manager Roy Platner is mighty proud of his ball team and, with the showing they have made, he has good reason to be. We are a cinch to finish in second place and there is a possibility of tying Division Four for first place. Anyway, everybody is enjoying the games and we are all looking forward to even bigger and better games.

Conductor Sam Thomason was called back home on account of his mother's illness and went by plane to Warren, Arkansas.

On account of his wife's health, Motorman W. A. Fletcher has been granted ninety days leave of absence, and is taking his wife back to her folks in Midville, Idaho. Here's hoping the change will be beneficial.

Conductor Ralph Warford is in for some good home cooking and is going to get same in Butler, Missouri, where he will be spending the next sixty days with his folks.

Motorman Bill Openshaw will not be seen around for sixty days, he having taken a trip up to Cuyallup, Washington, to look over some property he is interested in there.

We expect to see Floyd Monnier back in a short time he being almost at the end of his thirty day visit with his folks in Hamilton, Kansas. Motorman Clarence Greenlea is feeling much better already.

The trout fishing expedition comprised of Conductors "Bud" Huffmeier and F. T. Ginger, and Switchman Ed Forsythe, was a complete success. They brought back quite a number of rabbits.

Conductor H. J. "Red" Shields is back from Eugene, Oregon, and outside of a stiff neck, is feeling O. K. When Red complained of his stiff neck, I suggested a remedy in the form of going to Lincoln Park and doing a couple of hours rowing a boat around. Red said "Oh

Here we have Conductor Frank H. Duncan, of Division Five, with his wife and family of ten—five boys and five girls.



Top row, left to right: Eileen, eleven years; John, thirteen years; Clarita, sixteen years. Sitting on daddy's lap is Ronald, two years; on mamma's lap is little six months old Beverly. The two little girls sitting on the steps are, left to right: Margie, eight years and Mary, ten years. The three little huskies in the front

row are: Billie, four years; Dean, five years and Frank, six years.

Conductor Duncan first started on the back end of a street car in Oklahoma City where he served with the Oklahoma Railway Company for nine years. He has been with the Los Angeles Railway since August, 1922, and has always maintained an excellent record.

*(Division Five Continued)*

yeah, that's how I got it."

Motorman Dan Noggle is going to take a trip to Yosemite and will be off for two weeks.

"Back home to Teaneck, New Jersey," said Conductor Johnnie Dennison. He will be gone for thirty days.

When a man bites a hog, that's news, but he's probably enjoying a nice ham sandwich. But when we get something on one of the womenfolk, we've got something. Here's the layout. Mrs. Nelson, wife of Harold Nelson, Clerk at Division Four, came home from town one evening and to her great dismay her hubby was not at the car line to meet her with the auto. There was nothing else for her to do but to walk and the blocks seemed much longer that evening. When she arrived home there was hubby stretched out on the couch enjoying the evening paper. Did he get a panning? When she got through, Harold said to her, "Now dear, just where did you leave the machine?" "What do you mean?" was the reply. "Well, honey, you drove it down town this morning," and then it dawned on Mrs. Nelson that she had left the machine at 12th and Broadway, and came home on the street car. The laugh then was on Mrs. Nelson and Harold was just beginning to enjoy it when he discovered that he would have to go up town to get it before he could go to work that night.

For putting in car cards and sticking posters on cars Conductor D. D. McClurg is right there, but when it comes to

losing pocket books he's not so hot. After putting in a hard night's work sticking posters on cars he discovered that he was minus his pocket book, containing twenty dollars. He then walked up and down each track, looking under each car, thinking that it had dropped out of his pocket into one of the pits. But no, no luck. He then went home and he and his wife searched high and low, but failed to find any trace of it. Two days later a friend of Mac's, who had been over to Mac's house and had dinner with them, called up and said he had found the pocket book. This friend had taken his coat off while at Mac's house and, inadvertently, Mac put his pocket book in the wrong coat pocket. Needless to say, Mac was tickled to death when he heard the good news.

Received a card from ex-motorman A. P. Williams, who resigned to go farming for himself. He is located in Ten-mile, Oregon, and is very busy building a house, putting up a fence and digging a well. Says it's plenty hard work, but he is getting used to it and is feeling fine. Sends his best regards to all the boys and if any of you are up that way he will be glad to see you.

\* \* \*

**Wedding Bells**

Congratulations are in order for Conductor G. G. Mullin, Conductor W. A. Fowler, and Motorman C. W. Coulter, these three happy chappies having taken unto themselves each a wife and they are easier to get along with already.

**Notice to All Employes**

The wife of J. F. O'Connor, Truck Driver, Way and Structures Department, died May 20, 1934. Mr. O'Connor was paid \$484.75 under Wives' Death Benefit Fund Assessment No. P-69. Deduction was made on pay-rolls ending May 31, 1934.

R. A. PIERSON,  
*Superintendent of Personnel.*



JACK BAILEY

A very unique social event was the recent announcement of the engagement of the twin daughters of F. W. Andrus, of the Winding Room, Miss Barbara Andrus to Robert Fassek and Miss Beatrice Andrus to Edward Conrad.

The double betrothal is the culmination of friendships which began when all were students at Manual Arts High School. The announcement was preceded by a very lovely party given for the friends and relatives. Cards and dancing provided the pastime for the guests during the evening. No definite date has been set for the weddings.

James Hale, Progress Clerk, and wife are vacationing by motor to Texas. Jimmie went all equipped with what the Los Angeles sportsman should have and plans to give the home town boys something to talk about.

There will be fish on the tables these evenings. Among the recent Lary anglers to qualify for spotlight recognition are: L. A. Johnson, V. Lee, J. W. Devlin and C. L. Nickels. These boys, not to be outwitted by the four hundred, bundled their blankets and hid themselves to San Clemente some fourteen hours before sailing time in order to get the choice places on the boat. Their efforts were well rewarded and Devlin (who was in the best of spirits) drew number one position. Limits of yellowtail, barracuda, halibut and bass were awarded the lucky invaders.

W. B. Wilson, Head Upholsterer, announces himself a temporary bachelor and will probably wear out the old can opener before the wee wifey returns from dear old Scotland. Mrs. Wilson has at last embarked upon that much looked forward to trip back home to visit friends and relatives. She sailed May 20th and plans a short stop in New York before continuing across.

"All the comforts of home" is being practiced by R. Ernst and C. Canales who have their private drinking water in the Carpenter Shop. And boy, is it private?

The sympathy of the entire force is extended to Mr. and Mrs. Ray Shollin who lost a baby boy at birth. Mrs. Shollin is still confined in the hospital but is on the road to recovery. Ray, who was absent during the bereavement, is back on duty in the Carpenter Department.

We are doing our part as more old

timers return to the Shops: J. Mehan and G. W. Genge are back with the Air gang; H. E. Simpson, D. Lingren, H. Lane, J. P. Jensen, F. W. Dyer and J. W. Gilliland returned to the Carpenter Department; A. G. Sundeen and G. P. Low are back in the Electrical Department; J. Knight was drafted by "C" Inspection and J. Nolan by the Truck Shop.

A recent rabbit hunt at Palmdale is an event of the past, but it is not to be forgotten by those who made the trip. Painter J. C. Schneider and J. A. Willer are those we have in mind. It was gratifying to learn that the boys left a few rabbits for the rest of us. Schneider, upon making his first stop in the desert, leaned his gun up beside the car and drove off and left it. But when they returned to the spot the gun was gone and it took all the drinking water to revive Charley from the shock.

Lee Crump, Paint Shop Foreman, started his local vacation May 18th and well deserves the much needed rest.

George Morton, ex-curtain man, adds to his special award as watchman a new Willys 77.

Truckman Fred Hart was called to New Mexico on account of the serious illness of his sister. We learned late of her death and offer Fred our heartfelt sympathy.

Truckman W. J. Martineau is back on the job after some weeks off nursing an injured hand.

B. Hector and R. Blaize, two side kicks in the Truck Shop, recently hit the equestrian trail among the Hollywood hills and at this time they have decided that a chair is not a useful piece of furniture, but what we want to know is how they got their faces all bruised up.

Speaking of black eyes, two of the Machine Shop boys have joined the Shiners Club. Bill Maitland says a big trout he caught hit him with its tail and J. E. Spicer says he had to fight for his.

It seems that nothing can hold our Machinist friend G. Lambert back. He scored another smashup last month which puts him in the lead again. From his description of the crash we were convinced that he was at fault but we were not surprised to learn that his victim could not talk fast enough and was content to settle for thirty-five cents out of his own pocket.

Blacksmith J. Bladel is reported on the sick list.

Fenderman N. Duron reports a much enjoyed week-end at Big Tujunga trout fishing.

A new man in the Mill is Janitor M. Salisbury.

Boy! Talk about excitement! Ben Bradfield was given a grand send off by the boys in the Store Department as he left on his vacation to Canada. Brass band and soap box speeches were enjoyed at the station. A complimentary ticket with full details and suggestions and a beautiful handmade shaving kit (with a twenty-four inch fibre razor) were also donated by his friends. It was a great relief to Ben, as well as the station master, when the train pulled out and the boisterous gathering departed to their homes.



## Motor Coach Division

J. H. McCORNACK

Our Baseball Club has new officials. Dave Canning, Chief Supervisor of Virgil Street, is now Manager and J. G. Hemstead is Captain. The boys are climbing to the top. They are now in second place by virtue of a score of ten to one in their favor against the strong Club from Division One and if they win from Division Four they will be in first place or tied for the first position. The new manager knows his baseball and doesn't let personal likes or dislikes interfere with the score-board. This puts every player on his own merits and the boys are showing their co-operation by really playing ball.

C. D. Steele has left the service to take over a farm in the mid-west. He is being replaced by the old-timer, L. F. Miller, whom we are glad to have with us again.

Anyone wanting horsemanship instruction see Prince of Wales Kilgore. Special training in four point landings, right on your hands and knees.

D. G. Barstow and J. M. Friel were detailed to pass out literature regarding the new service on Olympic Blvd. There seems to be an ordinance against this sort of thing so they had the pleasure of inspecting the Beverly Hills jail. They now ask for front end work on account of sore feet.

Our optimistic Operator W. F. Bayley has purchased a new Chevrolet and is going to pay for it with his commissions on passes.

Tiny Rider talks with his arms. At the end of a conversation he dropped his arm and knocked off a lady's glasses. The glasses were broken but she said she was glad that he didn't use his feet.

A. C. Davis left the 11th for a month's vacation in New York City and a visit to the old home town down in Virginia.

J. W. Grimm has been granted a thirty day leave of absence which he is using for a trip back East.

D. Garner is also on fifteen days leave to the Middle West.

W. H. Coker was granted a thirty day leave of absence starting the 19th of May. He has gone for a rest and visit with his folks in Montana.

H. Coll and C. W. Ayard have finally gotten the job they hired out for. It is hauling the High School girls, dressed in their gym suits, from one school to another, with three hours spot time each way in which to eat ice cream cones.

L. G. Hobbs, in a party of eight, had a wonderful time on a five day fishing trip back of Huntington Lake in the High Sierras.

H. A. McCall must have his siesta. He went to sleep in his car when making a relief and missed out.

Our deep sea navigator is E. C. Federson but he has to have a pilot in the guise of Dave Shantz to take him through the Harbor of Huntington Park.

H. A. Tabor is requesting his passen-

gers to hold their hats in their hands if they want to stick their heads back in the air door to talk.

H. A. Featherstone has joined the Pinochle Troupe of Koll, Tabor and Gregory.

\* \* \*

### Wedding

W. C. Brown of the Motor Coach Division has won the hand of his school days sweetheart and was married May 26th to Miss Evelyn Oliver of North Hollywood. The pretty wedding took place at the Wee Kirk of the Heather in Glendale. M. Touter and S. A. Spohn were ushers. The honeymoon destination is unknown. Congratulations.

\* \* \*

### GARAGE

Captain George Oliver has won every game in his Night Ball League this season. G. Day is his pitcher; Captain Oliver is catching; C. Simmons is playing first base; W. Knapp, second; N. Lane, third; W. Wilson, S. S.; B. Walters, L. F.; E. Johnson, C. F.; and F. Ralphs, R. F.

Their first game was taken from Rich Pie Co., 9 to 0, in a no hit, no run game for the losers. The second game was a slug fest which let their opponents down with a score of 29 to 1. The third game was a classic which resulted in a score of 8 to 6 in George's favor against the hard playing boys of the Knights of Pythias. All runs in this game were scored in the last inning after the pitchers had felt the strain.

The next game was on June 6th at Harvard Playground and the two following will be on the Manchester Diamond, June 11th and 18th, respectively. This will wind up the first half. The last game will be with the Lucerne Creamery Co. who so far has won all its games.

I. H. Jones is our new man on the Second Shift. This allows Chas. Hardy to come on days. Yes, he has been taken to the showers.

E. Serabia is back to work. He threw his arm away playing ball but has found it again.

Jesse Doerr and brother John are on a trip back to St. Louis for a visit with their brothers and sisters. Jesse is just like the postman who goes for a long walk on his day off. He took the stage instead of driving his car.

W. Nolf and W. Powell won \$500 on a lottery ticket. Isn't that a tough break right ahead of vacation season? Both have told their wives. The Nolf's of Los Angeles are planning on touring the East in their Hudson Brougham and visiting the Nolf's of Detroit and Toronto. The Powell family will be seen on Lake Shore Front attending the Chicago Fair.

Doyle Rishel has done something that he hasn't done since he was a kid. He stubbed his toe on a rock at the beach. Doyle sat right down on the sand and talked to that toe for about an hour. Monday morning it looked like an old-fashioned inkwell.

F. Claudino has been off work entertaining a game knee and a touch of the flu but is back now.

Louie Chiaro is with us again. He has

been off since the 17th of last month nursing a broken wrist.

Bill Baker changed two front springs and was so tired that he couldn't go to a "Goon" meeting that night.

The Governor has been doing so much talking that his tongue is swelled up so that he can't talk when he gets home. His wife thinks that he is angry with her.

John Marvel has left J. Deam and is associating with white trash now.

N. Lane says it doesn't pay to steal chickens. Someone just steals them from you.

M. McNally was getting too wild out on the floor so was put in the Machine Shop cage.

That personality boy, Lee Bignall, was on the operating table for thirty-five minutes and got the names, addresses and telephone numbers of seven good looking nurses. They thought he was going to die.

This column wishes to apologize to Bob Coenan for the mistake of last month. It is the girl in the other restaurant that he wants to take to the auto races.

Foreman R. W. Anderson took two and a half days off to get his Buick up to Bakersfield and back.

L. Humes' four feet, eight inches of sweetness will not have to go without her auto rides. When the police notified him that they had caught the people who had stolen his car Slug went right out and took it away from them.



F. F. ROBEY

#### DIVISION ONE

Jack Ellis and wife are headed on nine points for Texas on their vacation. We wish them a good time.

Tommy Lambert starts his vacation in June. He will head for Connecticut. We will have to put up with some big tales when he gets back.

H. T. Brown has been transferred from Division One Days to the Night Shift there and we are mighty glad to have you with us H. T.

Just received a letter from E. L. Swartz who is in Arizona on sick leave. E. L. says he is getting along fine. We are glad you are and wish you luck.

Geo. Ramsey sure has the fisherman's fever these days. Every chance he has to get away he is out on the ocean pulling in big ones, so he says. How about us seeing a picture of just one of these?

#### DIVISION TWO

Watchman G. W. Morton is all smiles now because his wife talked him into trading the old Chevy for a new Willys 77 coupe. Now they are going places on his Saturdays and Sundays off.

Inspector W. S. Gregory was absent a few days on account of sickness. At least he told General Foreman of Car Houses W. T. Brown he was sick and wanted a relief man quick. Yes he did

go to the doctor who told him to go home and work in the garden; that the sun would do him as much good as Bill's famous Turkish baths.

Inspector Ralph Jones is going to spend his vacation seeing Northern California and Oregon.

Watchman J. J. West has other duties now beside watching and punching a clock. Our old cat, Nellie, has a new family which she seems content to leave in West's care. Guess he's kind to animals also.

#### DIVISION THREE

G. F. Treneer has been to Sacramento for a trip, but it was too tame there so he kept on going until he arrived at San Quentin. They didn't hold him but anyway, George says that's no place for him.

T. T. Clarke is gradually getting used to the shorter hours and more work.

Bud Magin, the Hollywood booster, has been in low spirits lately. Oh well, maybe they will win a game before the season closes.

G. Atkins, Red Roman, H. Wescombe and J. Campbell of Division Four went fishing on the 27th. Wescombe pulled a prize boner, took a fishing pole but forgot the reel, so used a hand line. Anyway they caught fish and had a good time.

#### DIVISION FOUR

Henry Watts had an enjoyable Sunday of trout fishing in Devil's Canyon, both Henry and Mrs. Watts catching the limit of nice sized trout.

R. L. Quisenberry, N. W. White and P. J. Knight have recently joined our force of Car Cleaners, replacing G. Low, R. Allen, E. Lendy and O. Schmokel who were transferred to the South Park Shops.

E. D. Webb has traded his Willys Knight for a Plymouth coupe. That should mean some nice trips this summer, Webb.

We extend our sympathy to C. Gerrard on the recent death of his brother-in-law.

C. Furrer and R. Scudder have had their heads together considerably of late planning some future fishing trips, so we'll probably hear some good fish stories soon.

Tom Watts and wife spent a Sunday fishing off the barge at San Clemente but the best Tom could do was to get sunburned.

#### DIVISION FIVE

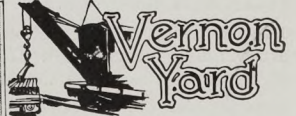
There is a large line pole in the yard located between the "8" and "9" tracks and about thirty feet north from the north end of the car house. This pole is what is known as a "spite pole." The boys on their days off sometimes return to the car house on business and park their cars between this said line pole and the car house. Then when they attempt to back out nine times out of ten they try to remove this pole. The latest victim to try this was our Assistant Foreman G. P. Macqualter. Outside of a few bumps and bruises to him and his wife the only damage was a rear fender,

gas tank, spare tire and carrier, rumble seat and tail light.

Harry Hunt, the big poultry man in Roscoe, promised our Assistant Foreman a large fat turkey for Thanksgiving this fall. About four days after the promise Harry reports some bad luck. One of his turkeys fell into a tub of water and was drowned. As luck would have it, it was the one he had promised Macqualters. Believe it or not.

The Night Shift challenged the Day Shift to a game of baseball and then crawfished. Someone please send for Platner.

A. G. Sundeen of Division Five Days has been transferred to Department Six at South Park Shops as Electrical Repairer on new cars.



H. I. SCHAUBERT

The most sincere sympathy of the Track Department is extended to Jimmie O'Connor, whose wife died last month after a long illness; and to Carle Heffington, whose father was killed when struck by an automobile at Fifth and Broadway.

Charlie Harwood was the first from Vernon Yard to take a vacation this summer. He spent the time caring for his wife, who is showing steady improvement in her long illness.

Herman Liebelt now knows something of the sensations a truck driver gets when his truck falls over a dump. He made some very pointed remarks when "Honey" Watkins' truck slid over the dump some time ago, but he has been very reticent in making any reference to his own predicament when the bank of the pit broke off and sent Herman to the bottom in a smother of sand. Dan Adams witnessed the descent and claims that he felt little concern for Herman's safety as the cussing continued unbroken from the start of the fall until he regained his feet at the bottom of the pit.

The Vernon Yard Ball Team continues with its record of never having yet been held to a tie score. Two of the charter members, Babe Gravino and Bill Bramlette, were given unconditional releases last month. What's-a matter, can't you "take it" any more?

Charlie Ware, formerly a patching gang foreman for the Company, mysteriously disappeared from his home last month and has not been heard from since.

Bill Snyder always managed to get around in the old Buick he was so familiar with, but he experienced a little difficulty in starting his new rocket car in Vernon Yard the other day.

Arthur Zillig was another who very unceremoniously left his car to its fate, and took observations from a safe distance, when smoke began pouring from beneath the hood as he prepared to wend his weary way homeward a few nights ago.

On Sunday night, May 27th, the father of L. F. Sparks passed away in his sleep. The sympathy of the Yard is extended.