

Two BELLS



ARTS & IDEAS

Important!

Two Bells is being issued ahead of time for the sole purpose of carrying a message from the Employes Protective League to all employes of the Los Angeles Railway and the Los Angeles Motor Coach Company impressing upon each and every one the urgent necessity of working early and late from now until the polls close on election day, May 7th, to defeat Propositions No. 1 and No. 2 on the ballot—the jitney and municipal bus ordinances.

Employes, their families, together with retired employes and their families, have shown a splendid spirit of co-operation. Thousands of letters and post cards furnished by the Employes Protective League of the two companies have been signed by individual employes and sent to friends and neighbors.

Meetings have been held of employes and of employes' wives with able speakers to furnish plenty of arguments against these two vicious propositions. Also an ample supply of several kinds of leaflets have been printed and made available to all employes for the asking.

No stone has been left unturned by the League to put each and every employe in a position to do his or her utmost to defeat Propositions No. 1 and No. 2, sponsored by irresponsible politicians who have nothing to lose.

That we, the employes of the Los Angeles Railway and Los Angeles Motor Coach Company, *do stand to lose* is not an idle campaign statement. These two companies cannot long survive the competition of a municipally owned bus system and the harem-scarum operation of numberless jitneys, or either one of the two. Such competition would force the present transportation companies, first, into the hands of receivers, and then out of business entirely. That means that our means of livelihood would be taken from us.

Those of us who own our homes would be subjected to an increase of taxes on our property. Proposition No. 2 provides that the City Council must buy and pay for, *from city funds*, equipment to run this municipal bus system. That means increased taxes on the home owner.

So it is up to you, Mr. or Miss or Mrs. Fellow-employe to make as many personal contacts as it is possible for you to do between now and the time the polls close on May 7th. Plenty of literature will be furnished you to work with.

If you can canvass your precinct, or stand at the polls and hand out literature to voters on election day or both, telephone either Mr. L. A. Reeves at Station 228 or Mrs. Fulton at Station 295 so that your precinct can be checked as cared for.

Employes Protective League

Of Los Angeles Railway,
Los Angeles Motor Coach Co.



Published Monthly for the Employees of the Los Angeles Railway

Volume Sixteen

May, Nineteen Thirty-five

Number Five

JANET C. McNEILL - - - - - Publicity Manager and Editor

George W. Lane Passes

We have all lost another good friend!

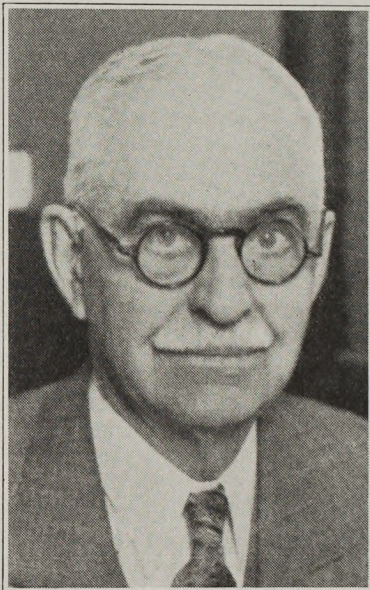
With deep affection we shall always remember him as, on the morning of pay day, he passed among us with a gay word and his smile of pleasure and interest in our welfare.

For thirty-one years he served this Corporation—for thirty-one years he faithfully gave his honest best to his work and his friends; his was an outstanding example of integrity and trustworthiness; of devoted, loyal, untiring service.

Mr. Lane's illness dates back to an attack of pneumonia a year ago, which left his health broken. Since his partial recovery, he traveled his well-loved path of responsibility until February 6th, when it became necessary for him to remain at home, sometime apparently gaining, but steadily losing ground.

His career as a railroad man began when a lad of nineteen, in his home state of Illinois, where he worked for twenty-five years, coming to Los Angeles in 1903, serving this Corporation as Paymaster, and since 1930 as Assistant Secretary and Assistant Treasurer as well.

To Mrs. Lane we give our most sincere sympathy in her loss which is our loss too; but while he is no longer here in his physical presence, he will remain always among us in our affection and respect.



George W. Lane, Assistant Secretary-Treasurer and Paymaster, who died April 25th.

Additional Bus Service

Commencing Monday, April 29th, later service was started on the Eagle Rock Motor Coach Line.

Coaches now leave Eagledale at 6:58 p. m. and every 15 minutes thereafter until 8:58 p. m. Coaches leave Glen Arbor at 7:00 p. m. and every 15 minutes until 9:00 p. m.

Courtesy First

By JOHN COLLINS
Supervisor of Safety

Although I have been interested in the prevention of accidents for many years, I do not now and never have used the words, "Safety First." It sounds like a warning not to venture and without venturing we could not progress.

There are many different phases to safety, and life is full of risks. I feel, however, that anything we need to do can be safely done, and we should not permit any one to inflict a risk upon another if it is within our power to prevent it.

Doing a thing the efficient way is usually the safe way. All accidents indicate a lack of something, and a loss to some one.

"Courtesy First," is the first rule to safety.

Courtesy means being considerate of others, and indicates mind in action. Doing things not merely with the hands and feet, but with the mind, is the way to prevent accidents. Things, whether accident or otherwise, do not come to us without cause, and the cause is mental.

Putting on a uniform may make you part of a group but it does not clothe you with the knowledge of that group. There are some things which can only be gained by experience, or by following the advice of those who have had that experience.

You may think that certain kinds of accidents cannot be prevented but remember, you may not be able to work a simple mathematical problem—that does not prove it cannot be worked. It means that you have not arrived at the point in your experience, or understanding of the problem to know how to work it and, unless you try to learn, you will never be able to work it.

Knowledge of the rules means noth-

On Any Morning

Think of stepping on shore—
And finding it heaven.

Of taking hold of a hand—
And finding it God's hand.

Of breathing a new air—
And finding it celestial air.

Of feeling invigorated—
And finding it immortality.

Of passing from storm and tempest
To an unknown calm.

Of waking up—to find it Home.
—Selected.

(Continued from page 3)

ing if the man does not possess the ability to put it into practice. Knowledge means the clear perception of facts, truths, or realities as the material on which judgment can be exercised. Judgment means a right estimate of these facts, truths, or realities in themselves and in relation to each other. There is a relationship between every move you make, in operation, and something else, which is easily recognized.

An inexperienced man can operate a street car safely through Zone One. Therefore, a regular man, or an extra man, can do the same. Step accidents in this Zone may be a little difficult for a few men. Some men have such accidents, others do not, and the reason is mental again.

Therefore, knowing what can be done, we expect you to make safe all conditions that have in them the possibility of danger. This includes the giving of starting bells, operation in Zone One, at curves, electric switches, track crossings where collisions with pedestrians might occur, or collisions with cars or automobiles.

The trainman who recognizes these things will have no difficulty in avoiding an accident.

Take time to prevent an accident for you cannot gain time by having one.

In most cases the difference between the man who doesn't have accidents and the man who does have them, is in the word itself, "Indifference."

George Link Back

George Link, Chief Clerk of the Engineering Department, is back on the job.

Mr. Link left the Company on sick leave and was ill for many months. He was naturally quite thin, or so we thought, so we did not expect to see a fat man when he dropped in to say "Hello," and we scarcely recognized him for the same man. George is feeling in the pink of condition and looks the part. His many friends in the Company will be happy to know that he has completely recovered his health.

Wild Flower Pictures

Our amateur photography artist, Howard Jones of the Substation Department, has taken some very beautiful pictures of the desert wild flowers in natural colors. These plates are imported and are specially treated. They are lovely as transparencies. Prints from these plates will not reproduce the colors.

Assume New Duties



John Collins

On April 16th, two major changes were made in the Transportation Department; John Collins was made Supervisor of Safety and W. B. Mott took over the Meter-Mileage Department as Superintendent of that Department.

Mr. Collins can be classed as one of our old timers as he came to the Company in 1901. He interested himself early in his street car career in the problems of safe operation, making a study of the causes and prevention of accidents. In 1920 he was made Travelling Supervisor of Safety and August, 1921, received appointment as Chief Supervisor of Safety.

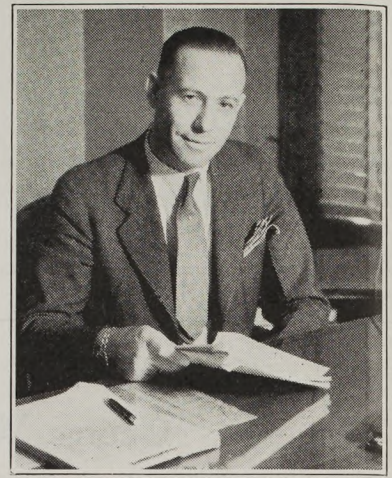
Mr. Collins made such an excellent record in safety work, that he has become nationally known and for a number of years past, his advice on matters of safe operation has been sought by other transportation companies throughout the country.

When Mr. Collins took the Meter-Mileage Department work in 1930, he dropped much of his safety work for lack of time. Now he is back in the work to which he has devoted his life, and for which he is so well qualified.

New Route Maps Are Available

Recently completed colored maps of Los Angeles showing routes of this Company, the Los Angeles Motor Coach Company and the Pacific Electric (local) are now available to employees.

Drop into Room 206, General Offices, for your copy and any additional ones you may require for those of your friends who want a convenient guide to public transportation in the city.



William B. Mott

William B. Mott came to the Company in January, 1923, as extra clerk in the Auditing Department. When J. R. Ong, the well known Traffic Engineer, came to the Company for special work, Mr. Mott had the good fortune of working with him. After that work was completed, he went to the Schedule Department. Mr. Hill took him from that position to make him his personal representative with the title of Efficiency Statistician.

Mr. Mott is one of the younger members of the official family of the Transportation Department, both as to years of age and years of service, but from past performance, he will do his new job credit.

Veterans' Club

Everyone is cordially invited to attend Commander Andy Duncan's first Los Angeles Railway Veterans' Club meeting for this year. The evening will be devoted to initiating new members under the direction of Past Commander Culver, who will act as Initiating Officer.

Past Commander Madigan has lined up several good acts which will follow the meeting. This will all occur on Saturday evening, May 4th.

Saturday, May 18th, is the date set for the next dance. If you were at the last dance you surely will not miss this one, as they are getting better every time. Leon Sweet's Orchestra will furnish the music. The usual price of twenty-five cents will admit you. Tickets may be obtained from all the officers.

H. F. NELSON, *Adjutant.*

The Six Foot and Over Club of Division Three



Each of these boys is over six feet tall—the tallest is six feet, seven inches—the shortest, six feet, two inches. Figure them out.

Up In The Air At Division Three

This picture might be captioned: "Why Girls Leave the Paternal Fire-side," or "Why Is the Price of a Uniform Just the Same For a Runt As It Is For Man Mountain Dean?"

Have a look and imagine how far this line of man power would reach if laid in a straight row—not end to end, however. If they could be measured (as is the case in this picture) in a perpendicular position—feet on head, so to speak, how much footage would result if the personnel of all at Division Three were put into calculation. Get out your slide rule and calculate.

Wotta helluva headache would result in the Uniform Department if several squads like this should present orders for apparel at the prevailing cost mark! Oh yoi! Oh yoi!

Girls, here they are. Reading left to right: Conductors W. J. Millican, E. D. Walters, H. S. Drayer, F. D. Millican; Motormen R. W. Barnett, W. W. Richardson, R. W. Judkins; Conductors W. O. Darby and T. A. Widener. Over fifty-four feet of man power.

Police Grand Festival at Shrine

Preparations are being rushed full speed ahead for the Los Angeles Police Grand Festival that is to be staged at Shrine Auditorium on the night of May 22. "A ten dollar show for a dollar," is the slogan adopted by the Police Department, which is sponsoring the event to raise funds for the completion of the Police Training Center in Elysian Park.

There will be a mammoth vaudeville show on the gigantic stage of Shrine Auditorium, running continuously from 8 o'clock P. M. to 1 A. M. with continuous dancing in the ballroom until the wee sma' hours to nationally famous bands.

Stars of the stage, screen and radio have pledged fullest support to make the festival the outstanding affair of the year at Shrine Auditorium. There will be three masters of ceremonies, one chosen from the films, another from the footlights and a third from the air waves. Among the celebrities already pledged are Dick Powell, George Brent, George Raft, Pat O'Brien, Bill Robinson, Joan Blondell, Bette Davis, Hoot Gibson, Judith Allen, Jack Oakie, Randolph Scott,

Joe Morrison, Eugene Pallette and others.

Tickets are available at all police stations or from any police officer.

It's A Long Chance

(Tune: Tipperary)

It's a long chance upon a jitney,

It's a poor way to go

When a street car will take you safely

Anywhere you want to go.

Go get upon a street car

To go calling on a friend;

It's a long, long chance upon a jitney

And it may be your end.

—R. R. CASTEEL,
South Park Shops.



VIRGIL AND SANTA MONICA BASEBALL TEAM

Front row, left to right: W. G. Thomas, Manager and Short Stop; J. C. Hemstead, Captain and Second Base; little Billy Canning, Bat Boy; M. A. Tudor, Right Field; R. O. Daughters, Third Base; L. A. Cutler, Pitcher.

Second row, left to right: C. F. Huges, Utility; C. F. Dummer, Catcher; D. D. Canning, Coach; B. Claunch, First Base; A. G. Spring, Left Field; C. F. Kenley, Pitcher.

Behind The Screen at LARY League

By C. J. KNITTLE

We're at Vernon Yard again, ladies and gentlemen, the home of the Lary League ball players and, though many of you are anxious to know how your favorite team is doing, I shall try to condense the news this time so there will be more room for others to comment on the proposed amendments No. 1 and No. 2 on the May 7th ballot.

With your permission I'll get right down to dates and figures and after the election, why-ar, we'll talk turkey.

April 7th

At 10:00 A. M.:	R. H. E.
Division Five	000 001 1—2 5 1
Division One	101 130 x—6 6 3

Lininger and Hardey; Fisher, Means and Farmer.

At 12:30 P. M.:

Division Four forfeited the game to the Coach Division.

At 3:00 P. M. No game on account of rain.

April 14th

At 10:00 A. M.:	R. H. E.
Virgil Coach	204 030 4—13 Not re-
16th St. Coach	000 020 0—2 corded

Cutler and Dummer; Chiaro, Friel and Miller.

At 12:30 P. M.:	R. H. E.
Division One	240 113 0—11 11 1
Vernon Yard	000 020 0—2 4 2

Means and McDonald; Dyer, Borgus and Curfman.

At 3:00 P. M.:	R. H. E.
Division Three	000 040 0—4 3 1
Division Four	000 000 0—0 2 4

Woodward and Barnett; Whitaker, Baudisch and Hancock.

April 21st

At 10:00 A. M.:	R. H. E.
Division Four	000 005 0—5 7 3
Division One	500 040 0—9 7 2

Whitaker, Baudisch, Lynn and Bell; Hancock, McDonald, Means and Farmer.

At 12:30 A. M.:	R. H. E.
16th St. Coach	000 400 0—4 11 4
Division Three	001 130 x—5 8 6

Chiaro and Miller; Woodward and Martin, Barnett.

At 3:00 P. M.:	R. H. E.
Virgil Coach	230 000 5—10 12 2
Division Five	200 103 0—6 8 5

Kinley and Dummer; Lininger, Misko and Burlingame, Ryan.

Oscar Lund, Division Five's Captain, has resigned from the team. Manager Roy Platner, however, has a lot of faith in that name. The new

Captain is none other than Oscar Elrod.

Division Four team is playing under serious handicaps these days. Pitcher Jim Eddie and Shortstop Pat Knight can only get around every other Sunday. On the other hand, Manager Billy Vejar was pretty well tied up with his Traveling Instructor duties and could not get around to the practices. Then Billy's father was stricken at his home in Portland and Billy had to leave for there.

Lee Fry, Utility player, accepted the managership at Billy's request but gave it up two weeks later. Joe Cresto has charge now.

The handsome tummy protector and glistening shin guards which the umpire is featuring these days were presented to the League by the department heads of our Company.

Pitcher Woodward, of Division Three, struck out seventeen men out of twenty-four in their game with Division Four, April 14th. Swell! Isn't it?

Left Fielder M. A. Triboulet, of Division Three, suffered a broken arm in their game with the Sixteenth Street Coach Division on April 21st.

(Continued on page 7)



SIXTEENTH STREET COACH DIVISION BASEBALL TEAM

Front row, left to right: L. Chiaro, L. G. Hargrave, W. H. Coker, T. Jeffries, and A. Oliveri.

Standing, left to right: J. M. Friel, H. R. Burns, J. A. Logan, C. B. Montgomery, W. Jones, and O. W. Miller.

The two little lads in the very front are: Lines G. Hargrave, who is being held by H. L. Hargrave; and Edward J. Friel, held by W. H. Coker.

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Triboulet was completing a home run but stumbled and fell about ten feet from the home plate. Arising instantly, he attempted to dash on before regaining his balance, and fell again. And then it happened. The injured arm had not fully healed from a former fracture incidentally, and it probably was a very painful experience for Triboulet.

The feature of the April games was a triple play made by the Division Five team in their game with Virgil Coach, April 21st. Leffingwell stopped a hot batted ball at second, tagged a runner, slammed it to Seale at first, ahead of the batter, and Seale shot the ball to Catcher Burlingame in time to catch a runner from third to home. Mighty nice, said we!

The order of games for the Sundays of May are as follows:

On May 5th, Division Four plays Division Five; Division One plays Di-

vision Three; and Virgil Coach plays Vernon Yard.

On May 12th, Division One plays Virgil Coach; Vernon Yard plays Sixteenth Street Coach; and Division Three plays Division Five.

On May 19th, Division Five plays Vernon Yard; Virgil Coach plays Division Four; and Sixteenth Street Coach plays Division One.

On May 26th, Division Three plays Vernon Yard; Division Five plays Division One; and Sixteenth Street Coach plays Division Four.

Thanks for list'nin', and now, the standings:

	W.	L.	Pct.
Division Three	4	0	1.000
Division One	5	1	.833
Virgil Coach	3	1	.750
Division Four	1	3	.250
Vernon Yard	1	3	.250
16th Street Coach.....	1	4	.200
Division Five	1	4	.200

Come Up and See The Ball Games

The LARY Baseball League has had lots of luck, most of it bad, since the season opened on March 17th. Nearly every Sunday has been either rainy or cold and cloudy and as all the fans know, warm weather is needed for the proper appreciation of the game.

The attendance has been small and we do need support. In fact, the teams deserve all the support you can give them. They are taking a lot of their time for the honor and glory of their Divisions and can put on a better show when there is a large crowd of rooters.

Come out to the games at least when your own Division plays. The report of the games will be found in another column together with the standings of the teams.

LESLIE F. SPARKS,
President Baseball League.

Sports Snapshots From Here and There

Division Three

By B. E. JOHNSON

Manager Division Three Baseball Team

One of the outstanding baseball games of the season was played April 14th between Division Four and Division Three, which Division Three won by the score of 4 to 0. The writer is very much pleased to state that Division Four never got a man on third base and only got one man on second. The feature of the game was the pitching of Mel Woodward, who struck out seventeen hard-hitting Division Four men and never allowed a walk. Mel certainly looked like a big leaguer all the way through the game.

The big chap from Tennessee, better known as Barnett, who was on the receiving end of Mel's fast balls, did his stuff in a very good way. Paul Maze, our star second baseman, did his stuff by pulling one out of the clouds. Carl Morris, at first, Gardner on third and McIver, playing short stop, were on the job one hundred per cent. As for our outfielders, they also did their stuff as usual.

Our utility men, Dennis, Martin and Grubb, were there for duty and each of these men is good any place needed.

Our Captain, Meek, was there in a big way, and anyone who saw that game knew that there were signals working.

We were proud to have Mr. George Ferguson in our audience, as Mr. Ferguson is certainly a buster for baseball and all clean sports.

We want to thank Division Four for their wonderful cooperation in that game and will say that they are real ball players in every way.

Division Five

By FRED MASON

Our boys of Division Five lost a tough game of ball on Sunday, April 20th, to the Motor Coach Division, but despite the fact that we were on the short end of the score it was an excellent game.

With the score standing at six to five in our favor in the last inning, the Motor Coach Division put on a rally which netted six runs and the ball game.

The highlight of the game was a triple play started by Wally Leffingwell at second base when, with a runner on first and second, he picked up a hot grounder, stepped on second for the first out, then threw to First Baseman Seale in time to catch the runner going to first, making the sec-

ond out. In the meantime the runner on second had rounded third and was on his way home, but Seale's throw to Catcher Burlingame was a peacherino, and Burlingame got his man sliding into home plate.

While we have only won one game in four starts the boys are not the least bit discouraged and under the leadership of Oscar Elrod, who has now taken over the managerial end, with Roy Platner still assisting, they are going to be hard to beat from now on out.

While we are on the topic of baseball, our janitor, John, who is quite a fan and does a lot of hopping around in front of the radio when the going gets good, made quite a crack. It was during the broadcast of the Giants and Boston Braves game recently, the announcer said, "Well, here's Bill Terry at the plate swinging that old wagon tongue," and somebody said, "What! do they use wagon tongues back there?" and John said, "Sure, but what our team needs to hit that ball with is a whole wagon."

Sunrise Cubs

By "RED" GILMORE

On Sunday, May 18th, the Sunrise Post, American Legion, baseball team—the Sunrise Cubs—will play against the Division Three team at Knickerbocker Field, Union Pacific Shops.

Go east on Ninth Street across the river, south on Spence Street to Washington, then east to the field.

This field is one of the best semi-professional fields in Southern California. Both infield and outfield are in grass. The grandstand is all screened in and will seat 1500 people. Admission is free. The Division One and Division Four teams have visited this field and like it fine.

Pitcher Woodward, of the Division Three team, pitched for the Sunrise team for two years and won 85 per cent of his games.

Other railway teams please take notice! The Sunrise Cubs are willing to play with you any time and "Welcome" is always on the mat at that field. Games start at 2:15 P. M.

Division One is to meet the hard hitting Leonard Wood, Jr., ball team at Knickerbocker Field on Sunday, May 5th. This ought to be a natural as both teams are evenly matched. This will make the third trip of Division One to Knickerbocker Field.

The Sunset Cubs will also meet some good teams on the same field that day. The first game starts at 1:00 o'clock. Admission is free to both games.

Pistol Match

By LESLIE F. SPARKS, *Secretary.*

The Los Angeles Railway Pistol Team held a return match with the Goodyear Pistol Team at their range on Sunday, March 30th, and were defeated 1217 to 1185.

At this contest all the Club members present were allowed to shoot and only the five top scores counted.

The following Sunday we held a contest with the Los Angeles Motor Coach Company at the Police Range in Elysian Park. In this contest we won 914 to 765. There being only four of the Los Angeles Motor Coach Company members present, we used only four of our men.

The Goodyear Company Team has offered us every courtesy and we hope some day to be able to return the favor when we get our own range.

Speaking of ranges we have just about completed arrangements for leasing a site and getting the necessary permits. When that is done our Club will be in a position to get more practice.

We now have thirty members who are very active in practice and we still hold our meetings on the second and last Thursdays each month, with shooting practice every Sunday at one or the other of the Police Department pistol ranges. Any one who would like to join our Club get in touch with the writer or pay a visit to a Club meeting.

Division One

By H. N. COLE

Motorman E. R. Rath is very happy over the success he is having with his Division One Baseball Team. They have won several games or, in fact, every game for the past several weeks.

Rath predicts that if the boys will only come out to the games and root for the home team, there will be no doubt as to which Division will adopt the pennant. So come out, boys, and give the team your moral support.

Last Flash!!

Division Three ball team beat Virgil team 9 to 0 last Sunday, April 28th. Division Three has played five games and lost none. Will they be able to crow when they have their stag party this time!

Square and Compass Doings

Notwithstanding the fact that the April meeting of the Square and Compass Club was held on the night before Easter, a large crowd turned out and enjoyed a good dinner, followed by a spirited business meeting.

The attendance exceeded all expectations, particularly in view of the fact that many of our members were required to make an early start on Sunday morning due to the Easter Sunrise Service schedules. Many others, not affected by this necessary emergency, attended the services with their families, therefore their attendance at our meeting was doubly appreciated by the officers.

Many important items, necessary to the Club's welfare, were discussed—too numerous to be mentioned in detail here.

The absence of vaudeville or other entertainment was not noticed particularly, as the evening was devoted to other matters, the result of which should be felt within the next few months.

As this issue goes to press much earlier than usual this article necessarily will have to be curtailed. Aside from the following items there is nothing new to report at this time.

At the request of President Oscar Elrod we ask that you make no engagements for Saturday evening, May 18th. This will be an important meeting and the attendance of all members is urged.

COMPASS POINTS

Walter E. Whiteside, our genial Entertainment Committee Chairman, is pretty busy these days. In addition to his many other activities, he is acting in the capacity of errand boy to L. A. Reeves and the Advisory Council of the Employees Protective League.

"Cupid" Andy Egan was present without his machine gun crew. Get Andy to tell you the one about being stopped by the law on Broadway.

The meeting was graced by the presence of ex-President Dan Healy. Dan has been a long time absent. We hope to see and hear more of him.

We were glad to notice among those present Brother Claude H. Campbell. Make our meetings a regular habit, Brother Campbell.

Another old timer with us for the first time in a long time was Brother George MacDonald. George will be more regular in the future as he had a very enjoyable evening.

We also noticed a new member in

the person of O. L. Findlay, Conductor, Division One. Brother Findlay took a chance and sat next to our old friend Kelly Holmes.

Kelly, by the way, kept his feet under the table on this particular occasion.

Bert Reid—you remember him, of course—surprised us by showing up. It took Bert a long time to make up his mind to turn out. We like to see these old members return to the fold.

Another stranger in our midst was smiling Jimmy Inman, Assistant Mechanical Foreman, Division Four.

"Big Shot" W. S. Culver enjoyed the veal cutlets so much that he promised to turn out at the May meeting. We'll be looking for you, Brother Culver.

Brother Dan H. Johnston, Junior Past High Priest of Signet Chapter No. 57 R.A.M., attended the April session after a long absence.

Attention—Lloyd Yeager. Meeting starts promptly at 7 p.m.—not 7:40 p.m. But maybe you had a good reason for being forty minutes late.

I. J. Booth, Substation Operator, called the attention of the writer to the fact that he paid his dues. Said he wanted to set a good example to the rest of the members.

Rex Guignard, a prospective member of the Club, was present and enjoyed himself so much that he insisted on becoming a member. Thanks to Brothers M. E. McCune and Joe Steenrod, of South Park Shops.

It looked like old timers' night as, in addition to those already mentioned, we had with us Julius Blum in person—not a picture.

"Hoot Mon" T. T. Tripney took the hint and turned up, minus his bagpipes

Clay Heywood, of Division One, arrived late but, nevertheless, had a dandy time.

True to his promise, as mentioned in the last issue of Two Bells, Brother R. A. Pierson was present. That makes two in a row for Brother Pierson. Now make it three in a row.

Ray W. Taylor, formerly of the Garage and one of last years Irish

Sweepstakes winners, took time out and enjoyed himself in our midst.

An application for membership was received from Brother Meachum of Division One. Brother Meachum is recommended by C. O. Ashton and C. D. Burnett.

It was decided to send a paid up dues receipt to Brother R. L. V. Brown who has been on the sick list for about a year.

Brother W. A. Maitland had a guest with him in the person of Lester E. Hewey of Rabboni Lodge No. 150, Portland, Maine.

Don't forget to attend the next meeting on May 18th, the place to be announced by bulletin later.

Fraternally yours,

JACK K. WILSON,
Director of Publicity.

V. F. W.

Southwest Post No. 2828 held a short business meeting on Wednesday, April 17th, obligating two more new Comrades.

After the meeting there was a joint social get-together gathering with the Post and the Auxiliary. Cards, dancing, and refreshments made up a very pleasant evening. Everyone had an excellent time. To you Comrades who missed out, try not to let it happen again. Come out to the next regular meeting and bring that new recruit with you.

A pre-convention ball is being sponsored by the Southwest Post No. 2828 and Auxiliary on Saturday, May 18, 1935, at the Zarro-McKinney Dance Studios, 8501 South Vermont. Let's make this the biggest and best dance of the year. As usual there will be prizes, novelties and refreshments, and the best of music. And the tickets are only 25 cents.

Keep this date in mind and bring a crowd with you.

Enjoy a dance with Post No. 2828 and you will always look forward to the next dance.

G. H. STONE,
Junior Vice Commander.

Our Honor Roll

William Southworth Campbell, Motorman at Division Five, was placed on the Special Roll effective April 16, 1935.

Mr. Campbell entered the services of the Company on March 2, 1911 as a motorman at Division Five, where he remained until his retirement.

Old Timer Remembers When

By GEORGE E. FERGUSON
Superintendent Division Three

"Yes, sir," said the Old Timer as he parked his "caboose" on the softest side of the board bench down at Fifty-third Terminal, "It sure brings back old times to come down here and have a look through the gate at some of the old-time gallopers that are now taking it easy in storage." Wotta tale they could unfold, and if we could listen in some great stories of past escapades would be talked over during the wee sma' hours of the morning.

Speaking of Old Timers, yeah bo! I had the pleasure of listening to one that is one of the greatest granddaddies of 'em all. Who do you think? None other than that old, young man, Carl Hanson who without any effort or any sign of depreciation, manages to do his daily stint as Information Man, and also looks after the wants of many of the officers on the seventh floor of our down town office building. The "smile that won't come off" is still on his face after forty-six years of meritorious service, and his past experience fits him to give his kindly words of advice to the newer men now in service.

Ten years before he came into platform service he began his apprenticeship by "going down to sea in ships." In 1879, at Port Natal, Africa, his ship put into port for ballast before heading for Galveston, Texas, and the ballast proved to be a shipload of ostriches consigned to the Cawston Ostrich Farm in Los Angeles. Carl was acting as steward at the time, and formed the acquaintance of Mr. Cawston, who was backing the shipment. When the ostrich owner found that Hanson was going to sign off at Galveston, he offered him a berth in his place of business, and, after a short stay in Chicago, Carl came west, and for a year was one of the custodians of the feathered birds that furnished, for many years, adornments for milady's apparel.

Leaving the big birds, Carl was on the verge of becoming a restaurateur, and on April 4, 1888, when the deal was scheduled to be closed. The power of the press prevailed. Picking up a newspaper, Carl saw an advertisement from the city's transportation company of that date wanting men to guide the horse-drawn cars around our fair city. April 5, 1889, the name Carl Hanson was put on the payroll, and down through the years this grand Old Timer has ever been both satisfied and contented.

He tells of the Blue Line, with stables at Rosedale Cemetery, whose



Carl L. Hanson

cars the old faithful "hay burners" pulled over a circuitous route that went via Washington, Figueroa, Twelfth, Olive, Fifth, Spring and Main to the old River Station. Two horses, a "bald face" car with a capacity of forty passengers, and at night dark streets, and the only headlight was the livery stable lantern. Off the track into the mud, but obliging passengers always helped put 'er back on the track and travel was again resumed.

Then time marched on—somewhat slowly, it's true—and the cable line came into existence. The route was from Jefferson and Grand via Grand to Seventh, Broadway, Temple to Main, Upper Main to College, then over viaduct to Ann and Downey Avenue to Pritchard. Another line was from First and Evergreen via First to Broadway, Seventh to Westlake Park.

Horse cars and cables. Lots of trouble. Dust in summer; mud in winter and, incidentally, when the rain poured, it was every man for himself.

The land of tomorrow, but the sleepy Pueblo was beginning to awaken, and Carl has been an on-looker all these years, and what a privilege to see the sleepy land of mañana blossom forth into a metropolis that has no peer in the whole world.

He tells of going around Temple and Broadway and losing the cable grip, then all the passengers would get out and push until the straight track was reached. Balky horses, and sometimes the good, old faithful steed would take the bits in their mouths and run like hell. Them were the happy days.

On Christmas Eve 1890, Carl said that he made his relief at 6:00 p.m. and got relieved Christmas Day at 4:00 p.m. and during that period he made one round trip. Think of that

—twenty-two hours, and most of the time he and his passengers were sitting on the back of the seats to keep dry! I forgot to mention that the cause of this unusually long trip was rain, and more rain.

Speaking of rain, he said that during one generous downpour one of the cars, with horses attached thereto, was swept clear over to the curb by the rushing waters, and water went over the curb at Seventh and Grand, into the cable station and filled up to a depth in the engine rooms that extinguished all the fires under the boilers. Wotta mess!

Then another step forward—the electric gallopers, and shades of Westinghouse, an air pump on one of the axles! Sometimes it worked and then again it didn't. Oh me! Oh my! Cows on the tracks, horses hitched to every make of conveyance, plodding draft horses, sleepy drivers and bumps on the rails as thick as warts on a pickle, but all were happy. No bickering, no jealousy over the other fellow's good fortune, and the pay check was regular all down through the years. Carl has no regrets, and others, like George Lindersmith, George Williams and Jim Gallagher, C. D. Clark. and many others are still grateful to the organization that has given them the chance to be loyal, good citizens of the glorious State of California, and especially Los Angeles.

We, who have around thirty years of service, are youngsters as compared to the ride down life's pathway that these wonderful men have had on the different types of equipment that our Company has furnished, and they are still trying to go forward in spite of the many stumbling blocks that are being placed in their paths by many unscrupulous ones.

Think of it, gentlemen, when these men were carrying on, Sam Haskins, our beloved president, Phil B. Harris, and others who are now our leaders, were youngsters in rompers and perhaps they were some of the kids of those days that always had the urge to hook a ride on the horse or electric cars just as the youngsters do today.

As I said before, I would rather sit and listen to one of these old-timers tell of earlier day experience than to eat, and believe you me I sure do like my eats.

Here's hopin', Carl, that you and all the old boys of the 80's and 90's will be spared to all of us for many years to come. Your past and present performance is ever an inspiration to all of our street car family.

News From Our Sick Folks

By R. A. PIERSON
Superintendent of Personnel

Geo. A. Williams, Uniform Inspector, Division One, has been seriously ill for some time. His many friends will be glad to learn that he is gaining, even though it seems rather slow.

C. B. Polchow, Supervisor, was operated on at the California Hospital recently, but is now home and getting along fine.

William Cox, Motorman, Division Three, and C. B. Polchow were in the same room at the hospital, William having been operated on several days previously, and he felt that he would be able to get even with the Supervisor of his line as he would be up and around first. Both were feeling fine and happy.

W. G. Caldwell, Motorman, Division Three, suffered a stroke recently and is now confined to the hospital.

Fred Kessler, Motorman, Way and Structures, is confined to the hospital. Fred has been having a rather tough time of it, but we hope that he will soon be able to be home again.

J. A. Giles, Electrical Repairer, Mechanical Department, is still busy looking after his rheumatism. We are glad to learn that he is improving.

M. F. Kelsey, Motorman, Division Four, who was operated on recently, left the hospital April 18th and expects to be back on the job soon.

O. Arguello, Conductor, Division One, who has been on the sick list since January 31st, is beginning to improve.

G. W. Lee, Flagman, Transportation Department, spent a few days in bed due to illness. Is feeling some better.

J. A. Hunter, Safety Operator, Division One, has been on the sick list since March 10th. He hopes to be back on the job soon.

J. J. McCarthy, Conductor, Division Five, who has been sick since February 10th, is still confined to the hospital. Says he is feeling better and hopes to return home soon.

W. F. Alder, Conductor, Division One, who has been sick for some time, is feeling much better and will probably be back with us again soon.

C. F. Elliott, Conductor, Division One, a new man in the service, has been off since February 17th with pneumonia, but is very much improved.

J. G. Newell, Conductor, Division One, is up and around and seems to be improving.

T. J. Traube, Conductor, Division Five, is getting along fine after under-

going a serious operation recently.

M. A. Triboulet, Conductor, Division Three, had the misfortune to fracture his arm April 21st while playing baseball. This is the second time this has happened to M. A. It is no trouble to tell when the baseball season starts as the reports of injuries start coming in. However, we are boosting for the game at all times.

BIRTHS

The stork has been a busy old bird if you ask me. Safety Operator C. V. Purdy of Division One announces the arrival of a new daughter on April 12th. Her name is Geraldine LaVerne Purdy.

* * *

A new son came to pay a permanent visit to the home of Motorman W. L. Donaldson of Division One. The event took place on March 30th and his name is William Leonard Donaldson, Jr.

* * *

Conductor W. A. Bennier of Division One is proud of a new arrival in his family. It is a girl named Nancy Carlene. She arrived on March 22nd.

* * *

Safety Operator G. G. Gifford of Division One is delighted to announce his first Blessed Event. It is a little girl and her name is Gail Ann Gifford. The date of her arrival was April 20th.

* * *

The wife of Operator Stewart of the L. A. Motor Coach Division, presented him with a seven pound, 15 ounce, baby girl. The presentation took place at the Windsor Hospital in Glendale on April 10th at 10:55 p.m. Both are doing well and are at home now.

* * *

"Babe" Gravino of Vernon Yard really put out some good cigars following the advent of a six and one-half pound son. Mrs. Gravino and the "Bambino" are doing nicely.

* * *

Conductor George Kinnison, of Division Four, became a papa April 23rd and we promised to leave nothing unsaid when the big event happened. So at 5:45 a.m., April 23rd, at the California Lutheran Hospital, George Frederick Kinnison was born. The scales stopped at eight pounds, one and one-half ounces, which puts Master George in the junior lightweight class. Thank you, Conductor Kinnison, and best wishes to you and yours.

Bowling

By J. H. McCORNACK

The Los Angeles Railway Bowling Club has entered the Summer Bowling League at the Broadway Alleys. The members are: F. Brock, G. Oliver, S. Parker, D. Rishel and their able Captain Ed Fleming.

Iron Man Oliver won high honors the opening night with a 224 game and is having quite a lot of fun about it. He wants to know how Captain Ed feels when he misses a single center pin spare in the last frame to lose the game by 2 pins.

George admits that he has his new ball working right now and if the rest of the gang will just string along everything will be O. K. but Doyle says that he still has a few nickels left for doubles.

The boys are in first place. Stay with 'em, gang.

Ping Pong at 16th St.

By J. H. McCORNACK

B. R. Hobbs, B. S. Stubberfield, G. Francis Goehler, M. Chamberlain and F. Edward Epp were the winners in the Sixteenth Street Motor Coach Division Ping Pong Elimination Tournament.

These fine players motored to Virgil Street Coach Division April 4th, but lost four of their matches. B. S. Stubberfield was the only man to come through with winning honors.

Ping Pong at Virgil

By R. E. RUSSELL

The Ping Pong Tournament between Sixteenth Street Division and Virgil was won by the latter. It was a hard-fought contest, but the superior players came out on top. Mr. and Mrs. McDaniels attended the games and received their share of rice and old shoes while there.

"So you are building a new house, eh? How are you getting along with it?"

"Fine. I've got the roof and the mortgage on and I expect to have the furnace and the sheriff in before fall."

"When is the next train out of this burg?"

"Twelve o'clock, sir."

"What, isn't there one before that?"

"No, sir, we never run one before the next."

A slum child was enjoying his first glimpse of pastoral life. On a little stool he sat beside the farmer's wife, who was plucking a chicken.

He watched the operation gravely for some time. Then he spoke:

"Do yer take off their clothes every night, lidy?"

Journey's End

Charles Henry Walkinshaw, Flagman in the Transportation Department, passed away April 19, 1935. He was a native of Marshall, Michigan, and was employed by the Company as a conductor at Division Three on June 10, 1903. He was appointed flagman August 1, 1924. He was a member of M. W. A., Golden State, and F. & A. M. No. 290, of Los Angeles. Mr. Walkinshaw is survived by his wife and four sons.

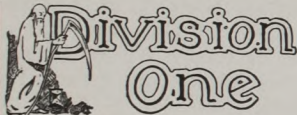
* * *

Mrs. Louise Leffler Ashley passed away April 16th after several months of intense suffering. Mrs. Ashley was with the Claim Department from February 1, 1924, until December 1, 1934, and was held in high esteem by all her friends and fellow-workers.

Appreciation

The family of Charles H. Walkinshaw appreciates your great kindness and acknowledges it with sincerity.

Mrs. C. H. Walkinshaw
and Sons



H. N. COLE

Vacation time is slowly creeping on us. With a few more days of sunshine everybody will have that far-off look.

Conductor Brigham is, no doubt, at this moment, polishing up his rod and reel and patiently awaiting for the first day of May to arrive.

Among the first to heed the call of the wild is Motorman P. A. Morrell, who took a trip to San Francisco and came back greatly invigorated.

Motorman S. H. Brown is spending his twenty-eight day vacation just staying home and doing things.

Conductor A. C. Nipher spent a week up high in the mountains and is back but feels like going again and staying longer.

On account of a death in the family, Safety Operator C. P. Moore took twenty-five days off to visit his old home in Wyoming.

After hitting the ball steadily for ever so long, Motorman C. M. Good decided to rest up for a week. So he did.

Conductor J. E. Davis was called to Missouri on account of injuries his wife received in an automobile accident.

* * *

Married

Clerk D. B. Kohl, silently went away on March 3rd, and returned with a wife. This item was a little slow in leaking out but we finally got it in a condensed form.

* * *

Rumored Marriage

Circumstantial evidence strongly points to the belief that Conductor D. W. Tinsley stole a march on us and took unto

himself a wife. This happened about a month ago and he will neither confirm nor deny the report, so we feel safe in announcing his marriage and in extending congratulations.

* * *

No, that little bruise on Conductor G. A. Urbane's chin does not signify that the other fellow was the victor or that he has been in any way engaged in a rough and tumble. It is reliably reported that, in flagging a crossing, he misjudged his step and stumbled over a traffic button.

Two of the most efficient wise crackers at Division One chose a run together in the last general choice. Almost any one can make one guess and hit it right. They are Conductor Pete Casserly and Motorman George Elder. We are awaiting patiently to find out, if possible, which one of the two popular young men will display the most talent in that direction. It goes without saying, that it will be a contest to the finish.

This is written just after Easter and, as the vision of new Easter hats was fading from our mind, in walks Conductor R. A. Eisenhart wearing his new Easter creation decorated with a beautiful red feather, and was it stunning!

Motorman E. O. McKinney and Mrs. McKinney took a trip last Sunday to the desert country and returned the same day. On the following Tuesday they felt the urge and went back to the same place to spend the remainder of the week inhaling the fragrance of the flowers and the pure ozone of the desert.

According to Motorman and Mrs. W. Herrmann, no artist could do justice to the gorgeous scenery that abounds in the desert at this season of the year. They took a trip into the heart of the flower fields last Monday, his day off. They said that it was the most wonderful sight they had ever seen. At one point there were nothing but flowers as far as the vision could reach.

After working for several months out of the Instruction Department, Motorman B. R. Parker is back on his run. He was off for several days nursing a sore hand, and then took a few days more off to have some work done on his teeth.

It is with regret we report the serious illness of former Motorman Bill Lambertson. He will be remembered by the boys who have spent time in the hospital, as being their most frequent visitor. He had a most commendable habit of posting a bulletin in the waiting room after each visit to the hospital informing us of the condition of the patient.

According to last reports, George Williams, Uniform Inspector, is improving. He is at the White Memorial Hospital and has been through a very serious illness, several blood transfusions having been necessary.

Conductor O. Arguello has been confined to his home for several weeks on account of illness. Last reports indicated some improvement.

Conductor R. W. Bower, after being off several weeks, is back on his run and is looking fine.

Last minute report says Motorman E. O. McKinney is taking eight days off on account of the illness of his mother.



L. VOLNER

In passing through his car Operator J. B. Hilton found some stenographic notes on one of the seats. He put the papers up behind a sign, intending to turn them in when he arrived at the car house, but when winding up his work, forgot the papers. Several days later the owner of those papers was trying to locate same and they were traced to Mr. Hilton's car. When it was mentioned to him he went out to look behind the sign where he had placed them and was much delighted to find they were still there. The owner of the papers presented Mr. Hilton with a ten dollar bill, and was he delighted again?

* * *

Married

Motorman J. D. Messick secured a two weeks vacation during the first part of April, and while off duty made a trip to San Francisco, where he was married. We did not secure the name of the lady, but best congratulations are extended by this Division.

* * *

After having worked ten years as a trainman, with never a missout, Operator C. T. Vaughn pulled the stunt on April 13, 1935. Having bid in a new run on the "N" Line at the recent shake up he copied his run from an old schedule and went to town to make relief at 9:36 a.m., when his run had pulled out of the barn at 7:00 a.m. Mr. Vaughn says hereafter he will watch out especially good on the 13th of the month.

A big time was had by those who attended the dance on April 13th given by the Baseball Club of this Division.

Conductor J. M. Walker and family spent a week with relatives in the vicinity of Madera, California.

Manager Harry Tuttle of the Car Barn Cafe believes in the old adage regarding the fact that spring is here. During the early part of the past month the Car Barn Cafe looked like one of the old bootlegger's hangouts, because of the fact all of his many patrons were entering the cafe through the rear door. The reason for this, however, was on account of his installing electric refrigeration, which is almost as big as a regulation size box-car. Harry is ever on the alert to care for his many patrons and this is only one of many new improvements he has in mind.

Motorman G. H. Melcher and family are on a thirty day vacation to relatives in the East.

To ward off a threatened attack of rheumatism, Motorman H. W. Livesay spent a week in Murrieta taking the baths during the past month.

Conductor L. L. Sweet and family made a week's visit with relatives in Utah.

It is rumored that the name of our Baseball Team is to be changed from "Foothill, Take It and Keep Still" to the "Eastside Wild Cats." We trust that this rumor is unfounded.

During the month of April, Motorman W. M. Southers and wife visited friends

in Arizona for a week.

Conductor C. E. Dunlop and family are spending two weeks touring Northern California.

One of our popular motormen is getting ready to say "I do" within the next few weeks. Details later.

Our three ambitious gardeners are just rarin' to have a beautiful flower garden this season. If any of you have any bulbs, cuttings, slips, seeds or anything in this line that would produce pretty flowers, bring them in and the "boys" will do the rest, making the grounds around Division Three as beautiful as in years past.

On the day this was written, April 24th, Motorman A. Bauman had been in the restaurant at his terminal—Rimpau and Washington to get his coffee, and when starting to cross the street to his car, an auto hit him quite a jolt, knocking him high in the air and causing him to fall square on his back. He was taken to the hospital, but we all hope he will soon be out and in as good shape as ever.

All the boys say we have a sure ball team this season, and Manager B. E. Johnson is tickled to death with his men. In another column is an article written by Mr. Johnson for Two Bells.

Not Sunset But Dawn

(This beautiful poem was written by Mrs. G. La Creauex, wife of Motorman La Creauex of Division Four.)

Since men are born and men must die,
It's human to pretend
That birth is life's beginning
And death it's certain end.

We measure nature by ourselves
And so are blind to truth;
Yet forests make no secret
Of their eternal youth.

Beside the fallen parent trunk
Young, sturdy saplings grow.
The birth of Spring is rooted
In death of Winter's snow.

When sunlight dies, the stars are born,
Yet foolish men pretend
That dawn is a beginning
And sunset makes an end.



C. J. KNITTLE

There's one thing a Scribe seldom writes about, and that is accidents—accidents that have happened. Some of them are funny, some very serious, but both kinds are probably considered poor subjects by the majority of Two Bells' correspondents. Here's one I'd like to mention, however.

Operator C. C. Crow, of Line "O," was traveling south on Main Street the evening of April 23rd at a fair speed. At 42nd Street an auto traveling alongside the car, suddenly speeded up and



and is the daughter of Conductor C. E. Moore of Division Four.

"Come up and see me some time," is what little Helen Marquis Moore appears to say. This winsome little lady is two years and two months of age; weighs thirty-six pounds,



Folks, meet little Roger Dale Grover, six months old grandson of Motorman Ted Boyd-stun of Division Five.

whipped onto the track ahead of the car but so closely that the fender of the car was caught, torn off and damaged.

Operator Crow, stopping short, hurried forward to look the reckless driver over and get his name.

"Sorry, old man," came the voice from the auto. Crow might have replied: "So am I, partner," had he not discovered that the man in the flying whoopeze was a well known Division Four motorman, T. L. Kelly.

In the evening of April 2nd Operator C. C. Crow, eastbound on Line "D," was having trouble with an intoxicated passenger and called Supervisor H. M. Farr to take care of the situation.

The drunk calmed down, and remained quiet and got off the car at Fifth and Broadway. Supervisor Farr alighted at Spring Street and started leisurely toward Hill Street.

Between Broadway and Hill the drunk encountered him and started hurling profane and vile epithets. Farr warned him to stop, and continued on toward Hill Street, but the drunk persisted in following and shouting insults at him.

Farr gave him a final tip to pipe down. The man went into a rage. There was no escape from the volley of screaming, obscene words that burst from the crazed man with machine gun rapidity. Then swock went Farr's fist, and the surprised tormentor hit the ground, with Farr on top.

A small crowd closed in. Approval was written on every face. The man suddenly quieted down. Seconds passed—ten, fifteen, twenty-five, forty. "That ought to hold him for awhile," remarked an onlooker.

Farr got up. The man followed slowly to his feet. Then, without a word he suddenly took to his heels and disappeared. The crowd laughed and slowly melted away.

A few minutes later Farr was alone. "Guess it's time to call in," he mused. He reached for his watch. What was wrong? Farr's heart sank. The watch was there, but the heavy solid gold chain and the handsome Masonic charm containing over two ounces of solid gold and a one-quarter carat diamond, were gone. Farr estimates his loss at \$100.00.

Line shake-ups were held April 3rd for Lines "A" and "P."

On account of working conditions in Division Four Mechanical Department, two of our star ball players, Pitcher Jim

Eddie and Shortstop Pat Knight, can only play every other Sunday. But the team will carry on and put its best efforts in every game.

You know, friends, after all, "The important thing is not winning, but taking part. The essential thing, not conquering, but fighting well."

Billy Vejar was called to Portland recently on account of the serious illness of his father. He returned April 19th.

Operator R. Q. Stanford was also called to Fort Worth, Texas, on account of his father's illness. He returned April 22nd.

Motorman E. T. Ellegood was granted a sixty day leave April 27th to make a trip north. Couldn't say how far.

Conductor J. K. Lofton was granted thirty days April 24th, to visit his dad in Texas. From there he will continue to Kansas to visit a sister.

Conductor Fred Jewett and Motorman M. F. Kelsey returned recently from the sick list. Both underwent major operations. We haven't checked up yet to see which one has the longest incision but, anyhow, an operation is an operation. It's not like taking cold showers—you have something to show for it.

Motorman P. R. Caldwell was granted a sixty day leave April 16th and left for Seattle. From there he will continue to Vancouver to visit his aged mother and then journey on to Detroit to pick up a new De Soto which he has already ordered. From there he will drive to New York to visit other relatives.

Operator J. B. Rice is also a new car owner, but misfortune has already overtaken him. Rice laid off April 17th to select a new car and wound up with a 1935 V-8. The next day, however, while waiting for fire apparatus to clear a cross street, another machine smashed into J. B.'s glittering coach. It took a good deal of skillful repair work to bring back its original beauty.

There was plenty of excitement on Conductor C. H. Hughes' "W" car April 6th at Twelfth and Flower when an elderly woman passenger discovered a fifteen inch grass snake lying across her foot. Other passengers managed to subdue the hysterical woman but at Pico Street, where she intended to get off, a man passenger thoughtlessly kicked the snake into the street just ahead of her. The terror-stricken woman dashed back on the car, screaming pitifully. Passengers again calmed her down and, after several minutes, the frightened soul went peacefully on her way.

Motorman G. La Creauex, a few weeks ago, wrote to a nationally known collar and shirt company in Troy, N. Y., and suggested they improve the inner band

of their collars so that it would last as long as the other section. The company replied immediately; thanked him sincerely for the suggestion; assured him an improvement would be contemplated at once; and presented him with a half dozen of their newest style collars.



Division Five

FRED MASON

Motorman R. M. Doull makes the headlines this month by showing up at 2:30 a.m. Easter Sunday morning for an extra when he was marked up to a 2:30 p.m. baseball extra. "Oh well," he said, "I'll get to see the sunrise". Then along came a high fog and fooled him on that one.

A letter has been received by Warren DeMuth from ex-conductor W. A. Walsh, who most of the old timers here will remember. He is at present confined in the Olive View Sanitarium where he is doing as well as can be expected, but he will be there for some time. He sends his best regards to all the boys and asks that if any of you are driving by that way to drop in and see him, as he sure would appreciate seeing some of the old boys.

Motorman George Stedman believes in early vacations and is off for forty-five days, all of which he is spending back in the old stomping grounds at Cannon Falls, Minnesota. Here's hoping he'll be able to get all the sand out of his hair before he gets back.

Conductor R. M. Knourek is due back on the 15th of the month from Winslow, Arkansas, he having been off since April 10th.

"Back to old Missouri", said Conductor C. C. Cupp, "and by golly the name of the dern joint where I'm going ter is Novelty. And furthermore, I ken be reached by mail in that thar place, so if you wants me, write me, and I'll be a rattling right back". He's been away since April 5th and is due back on the 20th of this month. Nobody has heard from him since he left, and that's quite a novelty.

We welcome in our midst Motorman S. L. Bragg who transferred from Division Three on a trade in seniority with Motorman Buck Prouty. We are sorry to say, however, that Motorman Bragg received the bad news of the death of his mother shortly after his joining us and we take this opportunity of expressing our heartfelt sympathy to him.



Shops

F. ARLEIGH FRAZIER

John Devlin finally took our advice and rode down town on the street car instead of driving and then hunting for his car half the day. It seems he started home and upon arriving at 39th and Western, the end of the line, he was still

a long way from home. (Another half-day gone.)

I see Bill Mayo has run out of cough drops. He gained ten pounds in one week and wanted to know if there was anything wrong with the scales. It registered the ten pounds of foot on the platform that he didn't see.

Jimmy Hale by this time is probably somewhere in Oregon. He did his voting in the recent election by remote control.

Jack Meehan returned to work after being off a month with a bad arm.

Reports from the Garage are that Eddie Serabia can't sing and is Public Enemy No. 1 to the music world, but they haven't heard the conglomeration of noises coming from Warren Brown.

C. Green is listed on sick leave.

Al Dellinger bought another car and spent two days touring Southern California, visiting Victorville, San Bernardino, San Juan Capistrano, Elsinore, and Palm Springs.

D. Jackson told a big colored gentleman and his lady friend that the car he was boarding was turning south on Avalon and almost got licked for the information but then had some compensation in watching the big boy get off.

Dave Rinehart has had his annual wedding.

We can expect bigger and better fish stories soon, as the fishers are planning trips.

There will be no weather propheting from May 1st to October 1st. Cy Watts says fair and warmer. Don't know whether he was referring to the weather or not.

Ted Ormiston and wife spent Easter Sunday in Alhambra and Ted must have hunted Easter eggs with his nose—it was red when he came to work.

W. Wilson was observing the "Live and Let Live" posters, so instead of running into the other fellow he stopped in front of him and was run into. He spent the night with the car and the next evening got L. Spratt to go out to tow him home but forgot his keys and so spent that night with his car.

Jack Bailey is painting his car and has run out of paint three times. He is either buying the paint on the installment plan or, from the looks of his overalls, is putting it on them. The car looks like the surface of the moon caused by Jack's patent method of mixing paint—using an egg beater which puts bubbles in the paint. Jack has a good car but it won't run good with the battery in backwards.

W. W. Huskey has discovered a sure cure for setting hens. He merely fashions ice cubes the size of eggs and puts them in the nest. The hen doesn't sit long before she decides to move elsewhere and resume her egg laying.

A. G. Sundeen had the misfortune to get hurt in an auto accident while riding with Sherman Kriewald.

Charlie Lafflin has gone to Colorado to see his father who is sick.

Foley is off four weeks to visit his mother.

Geo. Duffin drilled a hole in a tank and welded a piece of pipe in the hole then he and Frank Ross spent fifteen minutes trying to pump it full of air. They would have pumped longer only

some one told them about the hole.

A. E. Pico bought two chickens of Geo. Duffin. He says they are no good because they fly up in the trees to lay their eggs then fly down and eat them.

Ray Scholen came to work the other day and finding no one around asked the watchman if it was Sunday. He was told it wasn't that, he had come to work at 6 o'clock.



WALTER WHITESIDE

News is somewhat dull this month, probably due to it being just before the beginning of the vacation period. Speaking of vacations, your Scribe would appreciate it if you would drop him a note if you are contemplating taking a trip, or have taken one. It would also be appreciated if anything exciting or out of the way happens, you would make a note of it and hand it in.

LINE

We are very happy to announce that Frank Archer is now back on the job. As you probably remember, he was run over by a truck last November.

L. Crouse, the boys were very sorry to hear that your wife broke her arm while working in the yard.

Miss Lander and Miss Howell, of the Line Department office, spent about a week nursing an avocado seed along hoping it would grow. Imagine their embarrassment when they discovered that someone exchanged the avocado seed for a gord.

L. B. Yeager found his name appearing in a local paper which entitled him to a quart of ice cream free. He stated it wasn't very good. Can you imagine kicking when he got it free!

SUBSTATIONS

Chas. Coe has been ill again during the past month.

Henry Neel fell off a ladder and strained his back. It is reported he is getting along just fine now.

Owen Quigley, while working at Plaza Sub the other day, injured his leg, which necessitated him being off duty a week.

G. A. Coxe reported a very enjoyable trip to Arizona during the past month.

Since F. U. Allie has been taking the keys to the car to work with him, his wife has found a way to use the car without the keys. Might just as well leave them home now F. U.

A certain Relief Load Dispatcher is sure proud of the "Belle of Portugal" roses he raises and is very particular who receives them.

ELECTRICAL CONSTRUCTION AND BONDING

A few months ago we reported that Harl France had gone into the business of buying used cars and fixing them up,

but now it has been learned that he has deserted the used car game and has gone into the business of buying and fixing up a used baby buggy.

FLASH:—Mr. Yeager of the Line Department reports that he caught Dick Payne working at the Pico Street Terminal.

The boys of the Department are wondering if Frank Maloney will have a sore back a few days after Memorial Day this year as he had last year, the cause being his having all those tin medals he bought at Kress' pinned on his chest.



16th Street Coach

J. H. McCORNACK

Al Brehm has a new outlook on life. A new window has been installed in his office. It was made to open, but for some reason he keeps it shut most of the time.

B. Kirk has been granted a thirty day extension on his trip to the Middle West.

A. W. Powell is the first successful fisherman of the season. He pulled out 17 fine barracuda at Newport Beach last week.

Abe Lincoln says that as soon as his cash catches up he is going to get a fine new set of store teeth.

G. F. Fogleman has been granted a thirty day leave of absence. He is going back East and buy a new automobile.

C. G. Clymer has been off work for almost a month with a burned hand. The accident occurred while lighting a gas-line lantern up at his cabin.

Everyone out on the Manchester Line wants to know when Mr. Kelley is coming back.

R. M. Whitman finished the winter season of ski jumping at Lake Tahoe by making the longest jump in the State meet and finished in third place on points. He intends to enter the professional jumping back East next season.

H. D. Lester is the boy with the flaming copper crash helmet out at the Ascot Speedway. He is taking over the driving of his own car.

Frank Epp took a single deck run on Wilshire because he admits that he is good enough to work both ends.

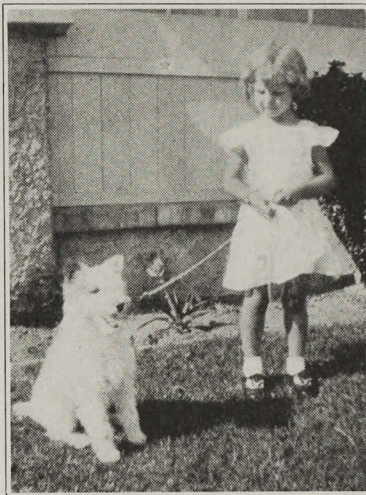
O. J. Ryan on Lincoln Park reports that a woman on his line buys a pass and rides his coach till her baby goes to sleep. Saturday morning it took two hours to put the baby in slumberland. In the afternoons she sends her little boy out for a ride. O. J. says that he doesn't mind because she isn't hard to look at.

Superintendent C. O. Morse reports that he had a very fine rest and sightseeing trip to Boulder Dam and Death Valley during Easter week.

GARAGE

Whenever our good friend Mr. Crocker craves excitement he comes into the Garage and stirs it up.—The fireworks started when he announced that he would give a chicken dinner and a keg of beer to the winners of a five game series of

soft ball between the Garage All-stars and the Washrack All-stars. The games are to be nine innings each and are being played at lunch time on week days in the storage yard. George Oliver is Captain of the Garage All-stars and has playing for him H. Nordmark, rf; F. Land, 3b; A. Seyferth, ss; C. Simmons, p; B. Walters, lf; J. Savage, 2b; F. Claudino, cf, and Red Crawford, 1b. The Washrack All-stars include the following men: A. Young, rf; O. Knox, 3b; O. Veil, ss; E. Hall, 2b; F. Hall, 1b and captain; T. Ake, p; N. Winston, lf; M. Moody, cf, and H. Pree, c. The official umpires are G. Holmes and Bob Crawford. The official score keeper is E. Serabia and these men will be included in the dinner. The Garage won the first game in the ninth inning with a score of 8 to 6 and the Washrack took the second game with a ninth inning rally by a score of 6 to 5.



Katherine Louise Chiaro

Yes, friends, it's Katherine and her inseparable little pal, Boots. Miss Chiaro is eight years of age and is the daughter of Louis Chiaro, a Mechanic in the Sixteenth Street Coach Garage. Louis, by the way, is Manager of the Coach Baseball Team.

Chief Clerk F. O. Rowbottom is in receipt of a communication from his mother that has made him very happy. She intends to dispose of her property and come to California to live.

Paul Wood has been on the sick list with an infection in his hand for over a month. We hope that he will be back soon and so does Paul.

Wesley Nolf left last Friday for Detroit in his Hudson and intends to trade it for a new car back there. He does not intend to visit the Yellow Coach factory.

All the bandits have moved out of Belvedere since prohibition, so states E. S. Deick.

John Sturm has visited every wild flower section in the country in his new Plymouth. He left Mohave at five o'clock and was home at seven but the Machine Shop doesn't know whether it was a.m. or p.m.

M. McNally has left the tutelage of Jimmie Deam and gone over to the Air

Department with G. Baker.

R. Hester is a true Christian now. He was baptized Easter Sunday by his Sunday School class.

* * *

Married

Henry Pree of the Washrack at the Sixteenth Street Garage, was married April 20th to Miss Scibbia Barnes of this city. The happy couple have delayed their honeymoon until Henry's vacation. We congratulate them and thank them for the fine cigars.



R. E. RUSSELL

Married

Bob McDaniels took the fatal step the morning of March 30th at Las Vegas. Why Bob went there, we do not know, unless he wanted to be sure of enough water to take a bath. The bride's former name was Marian Williams. She is also from Los Angeles. Mr. and Mrs. McDaniels, we of the Motor Coach wish you both the greatest of happiness.

* * *

Supervisor Logsdon is reported to be considering the possibility of entering into the dry cleaning business. He is going to change his initials to P. S. Logsdon.

Our pistol teams lost to the Los Angeles Railway team due to lack of practice. They did not lose by a wide margin, but wide enough.

The ball team is up and coming. Tudor was the outstanding player in a recent game when he got three hits, one of which was a two base hit. This is good ball weather so come on out and see the games. There is plenty of excitement all the time.

Vacation season is under way so we will have some real fish stories shortly.

H. S. Harper is breaking in on the Greyhound. It is rumored he may get a regular run to San Diego during the Fair.

A buyer for Hank Thompson's old Dodge Spurs has been found. Mrs. Cunningham is learning how to ride the cashier's office chair which has developed the bucking habit. Night cashiers are still looking in all corners for the pennies she spilled at the time of the accident.

A new crop of after-dinner speakers is being developed in the Supervisor's class which wound up its meetings with a dinner at the Pacific Electric Club Monday night, April 29th. All of the members who completed the course have been given a certificate of completion.

As a result of the Supervisor's class, Fred Ballenger, Supervisor of the Coach Division, is now breaking in as a transfer "Shark." His wife reports that he dreams about it every night, and is now in the habit of using the furniture for passengers moving it from one place to the other as a means of solving his problems. Must be running true to form.

Mrs. Sharpless, the wife of our Chief

Clerk, is still in the hospital recovering from her recent operation.

MECHANICAL DEPARTMENT

Dewey Whitlow is planning a trip to the old home town. We hope the dust doesn't get him down.

Curley Arrington is also going on a trip to Old Kentucky, so boys, put your money up early so he can put it on a stump for some of that good old Kentucky corn.

The reason that the Austins are not doing so well is that Johnny Draviner has gone East on a trip, so we are told.

Howard Wallace is answering all road calls now. He is pretty good on the road. Lots of that snappy service stuff.

George Olinger is very quiet lately. Why, we do not know. There must be something worrying him. Maybe he is looking for the fellow that said two could live as cheaply as one. How about it, George?



F. F. ROBEY

DIVISION ONE

J. J. Phillips and family spent an enjoyable week-end with friends at San Diego.

J. L. Sherrill spends all his available week-end time just farming on his avocado ranch.

W. C. Farmer is planning on a trip around Death Valley to try out his new Ford.

After being away from work for a month on account of an injured leg W. H. Knowles has returned to work.

W. K. Nokes is planning on visiting his parents, in Kansas, who are celebrating their "Golden Wedding" anniversary.

Floyd Bond, Assistant Foreman, reports that his eye is about well, and he is thankful. Recently, he had the misfortune of having his eye pierced with a small stick.

DIVISION TWO

Relief Watchmen A. H. Hineman and A. Neilson have been returned to the extra list, just on account of Louie Larson, formerly of Division Five, and A. G. Richards, an old Division Two man, bidding in shifts Nos. 84 and 92, as regular watchmen.

W. J. Monahan surely shows some class. He reports a real swivel arm-chair and a big leather cushion in his office. "Now, the depression will soon be a thing of the past," says he, and that is why he could afford to have such luxurious things for the west-end of old Division Two.

James Carmichael spent most of his last two days off at San Bernardino, where he had gone to visit friends. Not finding them at home, he and his party decided it was time to eat any way, and made themselves at home. Scotty does not know how much he ate, but canned fish put him in the hospital with ptomaine poisoning. He received quick

treatment and from now on does his eating at home.

M. Yamashiro who lives on Company property is all smiles—as his home is being overhauled and painted.

We all wondered what was wrong with W. J. Jones, the other day, and later we learned some one hid his pipe.

Recently learned we have several politicians around this place, and they will have plenty to do from now until after election.

How's this for depression?

It doesn't look like hard times among the car house forces, as the General Foreman, Wm. T. Brown, has requests on his desk for:

175 weeks vacation for men.

46 weeks vacation for women.

DIVISION THREE

Bud Lacy is the new night man, he having been transferred from Division One. Glad to have you with us, Bud.

H. Sparks made a flying trip to San Francisco. Says things are surely pretty along the way—both valley and coast.

Phil Lathrop has a new hat. Who says spring isn't here?

Ed Muse has painted his Ford a pretty tan color. It didn't need painting, but Ed just couldn't stand that "step-side" color any more.

Bud Magin is thinking of wearing a cap to protect his head. Best to be prepared, Bud.

Pearl Westbrooks has returned to work after several weeks absence on account of sickness.

DIVISION FOUR

W. W. Aldrich and family spent an enjoyable Sunday recently, viewing the wild flowers of Antelope Valley.

J. Emerson, H. Watts and their respective families attended Easter Sunrise Service at Mount Rubidoux. The sun arose on schedule and although it was hazy in the surrounding lowlands, the setting on the Mount was picturesque and memorable.

George Lendy is off at the present time, due to illness, but expects to resume his duties in a few days.

Merle Jackson has been a busy man these evenings overhauling his car but says that he now has it completely re-assembled without any parts left over, and he is all set for some pleasant trips this summer.

Judging from the topics of conversations now being heard around the Division on the sport of fishing, it's certainly going to be a hard summer on the fish.

Although the vacations haven't started at this Division, there are some very pleasant and interesting trips planned which should furnish us with some interesting news later in the season.

DIVISION FIVE

Several of the "beach lizards" are telling how warm the water is already—OH YEAH!

Jessie Tolin is the latest traffic victim out our way. Said he would have made the signal alright, but the cops saw him.

A few warm days and the boys are all talking vacation: G. P. Macqualter

talks Michigan; George Praker, South Dakota; Ralph Nokes, Kansas; Jack Hawthorne, Texas, and Ray Fulton, Missouri. Guess it's a little more than just talk, as they each have asked for thirty days off. Nokes will be the first to start. Included in his camping outfit are the following items: 2 mattresses, 1 chain hoist, 10 gallons cylinder oil, 1 20-foot 5/8" log chain and 5 gallons of gas.

Bigger and better than ever is Division Five's night baseball team. They have had some good practice games and are settled down for a season of real ball playing.

Minnie Fields has returned to work after several weeks on the sick-list. She looks and feels fine.



H. I. SCHAUBERT

Sterling Homer, welder, who recently underwent an operation at the California Hospital, is reported to be well on the road to recovery. Orville Wibe is pinch-hitting for him on Red Stevens' gang.

Charlie Jamison spent a few anxious hours after taking his small son to a hospital. The boy was threatened with an attack of pneumonia, which proved to be nothing more than a severe cold.

Axel Weberg lived in the dog-house for some time last month. His home was quarantined due to diphtheria attacks suffered by his children.

"Owl" Robinson has given up working nights, for the present at least, although he continues to yearn for the cool and invigorating hours of early morning.

Jimmy Watkins is the original hard luck fisherman. On a recent trip he took his station beside a lady who, although inexperienced, was catching more than her share. However the fish ignored Jim's bait and continued to bite for the lady. The climax came when their lines fouled following a tremendous tug on Jim's line. When the fish was finally landed and the lines untangled it proved to be hooked by the lady and also to be the winner of a \$6:50 jackpot for the largest fish, a 24 pound halibut.

Fred Kessler's illness is proving quite serious. He is still in the hospital.

Jack Glover could never qualify as a radio announcer. He has been the proud possessor of a new Chevrolet coupe since the middle of January and no one knew of it until late in April.

The selection of Charlie Smith as Track Department representative in the Association has certainly proved a winner. Darned if he don't make a good "Governor" when he puts on his store clothes and sticks a cigar in the corner of his mouth.

Bill Rankin spent a few days in bed last month following a "flu" attack.

Another Bill Swearingen Barbecue was held in the Yard on the evening of May 1st. "Nuff sed."

Herman Liebelt is now able to get around on his own power. His broken knee is rapidly responding to treatment and he will probably return to work soon.