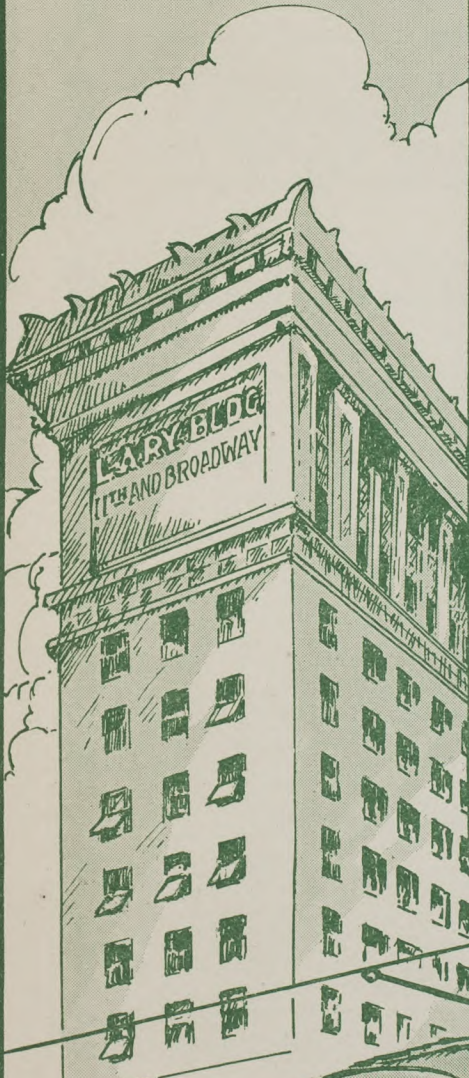


# TWO BELLS



## The Christmas Spirit

The lovely legends of the day; the stories and the songs and the half-fairy lore that gather around it; the ancient traditions of dusky woods and mystic rites; the magnificence or simplicity of Christian observance; . . . the lighting of Christmas trees and hanging up of Christmas stockings, the profuse giving, the happy family meetings, the dinner, the game, and the dance--they are all natural signs and symbols, the flower and the fruit, of Christmas. For Christmas is the days of days which declares to the universal human consciousness that peace on earth comes only from good will to men.

GEORGE W. CURTIS



## Greetings

*To Officials and Other Employes of the Los Angeles Railway:*

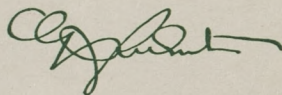
*It is with the keenest pleasure that I send to each employe of the Los Angeles Railway at this time my warmest Christmas greetings and hearty good wishes for happiness and prosperity during the coming season.*

*The past year has been one of anxiety to the management because of uncertain financial conditions, but we are looking forward to the New Year with greater optimism than for a number of years past.*

*The prosperity of the railway means the prosperity of each individual who depends upon it for his or her livelihood, for only as the company is in sound financial condition can employes share its prosperity.*

*The welfare of the city of Los Angeles at large likewise is dependent upon a transportation company which is in a position to grow with the city. If our hopes for the coming year are fulfilled, our prosperity will be reflected in better public service, which is an important factor in general prosperity.*

*I wish to thank each and every one for their contribution of service and loyalty to the company during the past year and to wish each and every one a Merry Christmas and a Happy New Year.*



PRESIDENT AND GENERAL MANAGER.

## Christmas Without Santy?

**C**HRISTMAS without a Santy? 'Member the nights before?  
'Member how hard you listened hearin' the old folks snore,  
Hearin' the wind a-whistlin' up the chimney flue,  
There in the place where Santy somehow would wiggle through?  
'Member the Christmas mornin's? 'Member the stockin's, What?  
Wasn't they filled with glories? Nothin' that cost a lot,  
But, 'caus old Santy brought 'em, wonderful things, you bet!  
'Member just how you loved him? Some of us love him yet.

**C**HRISTMAS without a Santy? Puddin' without the plums,  
Think of the million youngsters, waitin' the day he comes,  
Countin' the hours and minutes, thinkin' they hear his sleigh,  
Just as their daddies heard it, back in another day.  
Nothin' but lyin' nonsense, wicked to spread around?  
Then I'm a wicked liar, long's I'm above the ground.  
Long as I've got a roof-tree, while there's a chimney flue,  
Santy shall come to my house. How is it folks with you?

—SELECTED.

# Two Bells

A Herald of good Cheer and Cooperation.

Vol. IX.

NOVEMBER, 1928

No. 12

*Published Monthly by and for Employees of the Los Angeles Railway*

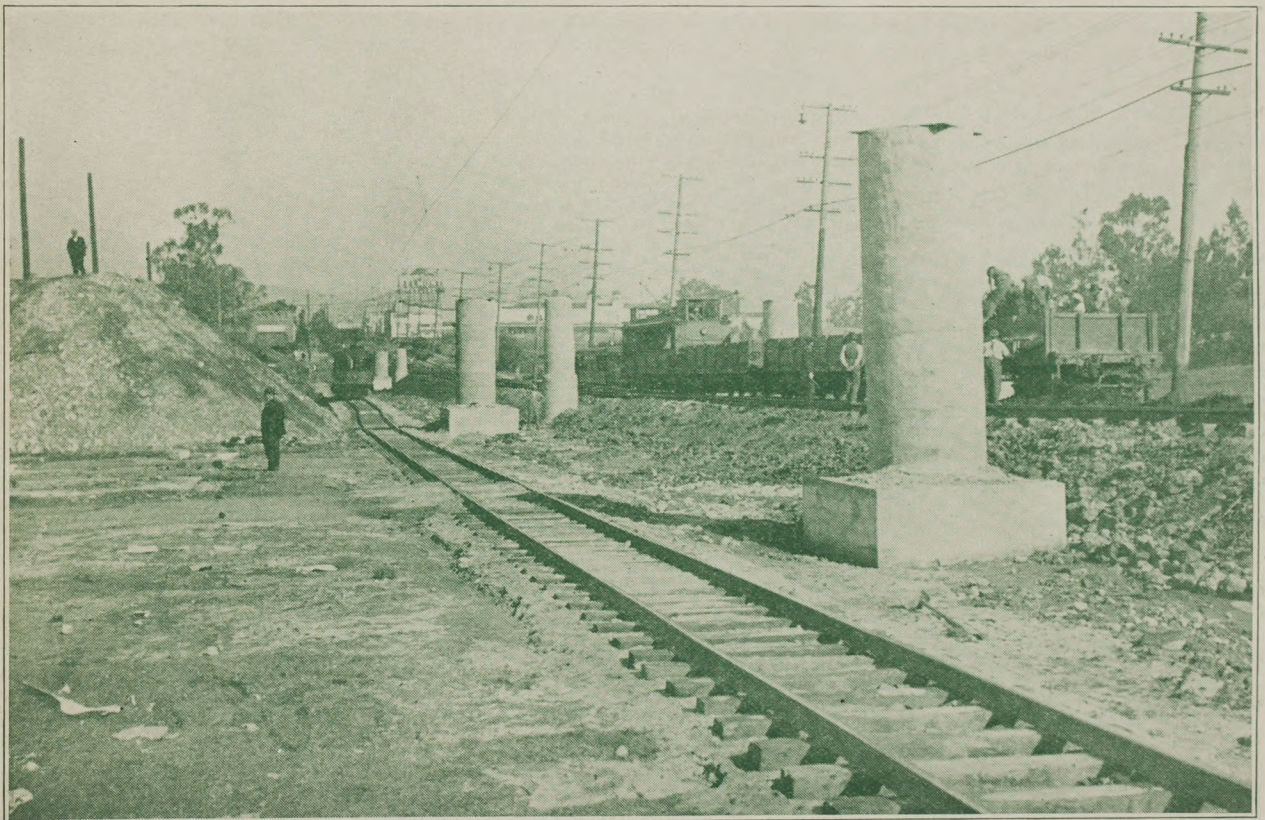
JANET CONVERSE

Publicity Manager

W. T. SHELFORD

Editor

## Bimini Slough Scene of Engineering Activity Work Trains Engaged in Filling Depression



This photograph, taken November 16th, shows the filling operations under way on Vermont Avenue between 4th and 6th Streets, commonly known as the "Bimini Slough." This is the largest fill ever undertaken by the Engineering Department. The "overhead" sewer and telephone manholes give some idea of the depth, the maximum of which is twenty feet. As in the picture, regular service cars are being operated over the spur tracks while the center rails are being raised. At a height of six feet, these center rails are flooded and the spur tracks are raised correspondingly; the service cars are then operated over the center tracks.

At the extreme left of the picture the pile of dirt and rock represents Fifth Street. Approximately 80,000 yards of dirt and crushed rock will be required to complete this job for the street work alone. Vermont Avenue is being widened ten feet on each side at this point.

# Changes Made in Bonus Plan For 1929

## Official Bulletin on Merit and Bonus System for fiscal year

The Merit and Bonus System will be continued for 1929, operating under the following plan:

### \$5.00 PER MONTH

The Management sets aside \$5.00 per month per man for all men engaged in passenger car service, who have been in the employ of the Company six months or more, who perform steady dependable work and render satisfactory service, and who remain in active service to November 30, 1929. This bonus will be paid on December 15, 1929.

Men on leave of absence on November 30, 1929, will not be paid bonus until returning to active duty and working at least 15 days.

### WORK IN PASSENGER SERVICE

Work in passenger service shall be construed as meaning the operation of passenger cars as motormen, conductors or safety operators.

No bonus will be paid men on sick leave, leave of absence, or for work in other departments.

### DEDUCTIONS FOR LOST TIME

Deduction from bonus will be made for all lost time in each calendar month in excess of 5 full or 10 half days.

### SPECIAL AWARD

For the fiscal year 1929, Special Award will be allowed to all men in active passenger service who have not lost more than 75 days time, and who have a clear courtesy and accident record, and who have received no demerits. This award will be \$40.00 in cash.

Additional Award will be made to those men who have established a record which meets the approval of those in authority. The observance of rules and time worked will be essential factors in deciding who shall receive these awards.

### DEMERITS

Where it is found necessary to assess demerits against a man who has been previously demerited for the same offense during the past or present fiscal year, the penalty will be from 25 demerits to removal from the service. This will apply particularly to violations of rules covered in List of Causes for Demerits posted.

Demerits will be assessed and credits given by Division Superintendent.

Deductions from bonus will be made at the rate of 25c for each 5 demerits assessed, regardless of the efficiency rating shown on record. (5 demerits equal 1%.)

### AUTOMATIC DISMISSAL

When a man's efficiency rating drops to 75% or below, he subjects himself to automatic dismissal. However, dismissal from service for certain offenses will be made regardless of rating.

### CREDITS

Ten credits will be allowed each month for clear courtesy record and ten credits for clear accident record, provided a man is not off 17 days or more during the current month, in which case he receives no credits for courtesy or safety. Credit slips for courtesy and safety will not be made out at the first of each month as heretofore. Efficiency cards will show credits, and a man may inspect HIS OWN RECORD at any time by applying to Division Superintendent. If a man loses either his courtesy or safety credits or both, he will receive a notification of same.

### NEW MEN AND CHANGE OVERS

No credits or demerits will be given during the first 90 days in service, and no bonus will be allowed for the first 6 months in service.

In case a trainman transfers from one Division to another and remains in the same capacity, his efficiency rating will remain the same and bonus will not be affected.

A motorman desiring to change to a conductor, or a safety operator changing to a motorman or conductor, must first have a good record and get the approval of his Division Superintendent. The record of a man changing his position will start at 100%, he will be allowed a 90 day probationary period and no bonus will be paid for the first six months in his new position. Men making voluntary transfer from one position to another will not be paid breaking in time.

Conductors will not be permitted to change to motormen or safety operators.

### CANCELLATION OF DEMERITS

Demerits will be cancelled only in case of an error in the report or extenuating circumstances, which must be explained to the satisfaction of the Division Superintendent.

### APPEALS

Appeals from dismissal must be made within 3 days.

Appeals from demerits assessed must be made within 7 days in the following order:

- 1st: Division Superintendent.
- 2nd: Superintendent of Discipline and Merit System.
- 3rd: Assistant Manager of Transportation.

### CLASSIFICATION OF DEMERITS

List of Causes for Demerits is posted at your Division.

R. B. HILL,

Assistant Manager of Transportation.

Approved:

R. O. CROWE,

Vice-President.

GEORGE B. ANDERSON,

Manager of Transportation.

## Big Slump Hits Divisions on Witnesses

For the first time since December, 1926, Division Four dropped below the seven point in witnesses per accident.

In December, 1926, their figure was 6.57 and for last month it stood at 6.51, allowing Division Three to pass them and take first place with the low figure of 6.79.

This backsliding on the part of the men of Division Four breaks the record they were establishing for the year 1928 in going over the seven point for each month of the year, and it materially reduces the splendid showing they made in April, 1928, when they went over the top with 10.48.

All the other Divisions showed decreases in the number of witnesses secured and the following are the relative positions and comparisons with October, 1928:

	Oct.		Nov.
Div. 4	8.33	Div. 3	6.79
Div. 3	6.78	Div. 4	6.51
Div. 5	6.52	Div. 5	6.22
Div. 2	6.17	Div. 2	5.81
Div. 1	6.03	Div. 1	4.94

The figure of 5.81 for Division Two is the lowest since March, 1927, when they averaged 5.72, and the figure of 4.94 for Division One is the lowest since July, 1926, when they averaged 4.79.

The total average for all Divisions for October was 6.66 and for November, 6.05.

## Complaints Increase During November

Complaints for the month of November show a steep incline of 72 over that of October's high figure of 179, making the total for last month of 251 complaints.

However, the main classification, Discourtesy, showed a slight decrease for November with 51 complaints, against 56 for October.

Fare and Transfer Trouble increased from 66 in October to 111 in November; Starting Too Soon from 7 to 11; Passing Up Passengers from 6 to 8; Carrying Passengers Past Stop from 6 to 7; Dangerous Operation from zero to 1; Short Change from 14 to 15 and Miscellaneous from 24 to 47.

### Commendations Less

Commendations were less in November in comparison with the figure of October. Last month the figure stood at 46 and for October 74, or a decrease of 28.

## Dispatcher Must Know All Delays

By JAMES A. BODLEY,  
Chief Dispatcher

The Christmas rush is on and with it the usual congestion. This means that you will require every minute your schedule provides. The loads will be equally divided providing you operate on a reasonable headway. If you are delayed an unreasonable number of minutes it is necessary that you notify the dispatcher. He can then give your line supervisor an opportunity to adjust the headways. If your equipment develops trouble, a prompt report to the dispatcher will give the Mechanical Department an opportunity to correct it and save a heavy delay.

When you have an accident or altercation, a prompt report will give the Claim Department an opportunity to place the blame and very often save you unjust criticism.

Always be sure you understand orders you receive. There is a reason for giving them and your failure to comply will wreck a perfect plan. A good procedure to follow is to repeat your order back to the one giving it. You will then be reasonably sure you understand it correctly.

The demand of the company that you make necessary reports promptly is just, not only to them but to you and the traveling public. The dispatcher is provided for that purpose. He is an experienced trainman and knows just what you are up against, and he asks your cooperation.

The character of an organization is usually reflected in the service rendered by the men who operate the cars.

A reputation for good service is made possible by cooperation and will continue only through cooperation. When you fail to report defects in your equipment, accidents or altercations promptly, you are not cooperating. You are assuming responsibilities that are not required of you.

## C. J. Knittle Severely Injured

On Saturday, December 1st, while attempting to board a street car at Jefferson and Main Streets to relieve a supervisor who had been taken ill on duty, C. J. Knittle, Extra Supervisor, was struck by an automobile and severely injured. He was rushed to the Good Samaritan Hospital where it is reported he has a fractured skull. His many friends and co-workers anxiously await favorable report from the hospital.

## Company Christmas Frolic Will Be Held At Shrine Auditorium

Quite an innovation will be made this year in the Company Christmas Frolic, as arrangements are being made to stage a big time in the ballroom of the Shrine Civic Auditorium at 32nd and Royal Streets, on Saturday, December 22nd.

According to C. V. Means, Chairman of the Entertainment Committee, this year's frolic will surpass anything heretofore undertaken by the company. With a much larger place Santa Claus, who has arranged to be there on the 22nd, together with the clown, will have more room. There will be everything in the way of entertainment, booths, refreshments, fun and frolic for the kiddies in the afternoon and dancing for the grown-ups in the evening.

Doors will be open from 10:00 a.m., to 11:00 p.m. There will be a special kiddies' show in the afternoon at 2:00 o'clock and a vaudeville show in the

evening at 8:00 p.m., to be followed by dancing.

Employees will be admitted on their passes or identification cards. The identification cards can be obtained through the heads or foremen of departments for the immediate members of families who wish to attend; these cards to be used only in case the employe cannot accompany them. No friends or acquaintances of employes will be admitted.

Don't forget to make a note of this important event. As we stated before, this is going to be one big time and there will be something doing all afternoon and evening. The management is laying out extensive plans for your entertainment and fun for the children, so if you fail to take advantage of this chance for a good time, it's going to be just too bad. Watch for announcements to be posted on the bulletin boards in the near future.

## Will Become Commander

At a public installation of officers of Los Angeles Commandery No. 9, to be held on Tuesday, December 11th, J. H. Sheridan, Superintendent of Employment, Safety and Instruction will be installed Eminent Commander of that Commandery.

This ceremony will take place at 8:00 p.m., on the above date in the asylum of the Commandery, fourth floor of the Masonic Temple at Pico and Figueroa Streets.

After the installation there will be dancing and refreshments will be served in the assembly room in the basement of the Temple.

Those who contemplate attending are reminded that the date has been changed from Thursday, December 13th, to Tuesday, December 11th.



## New Motor Coaches

Orders have been placed for two Twin Coaches (Nos. 2005 and 2006), and one White 29-passenger, single deck, treadle-door motor coach, No. 1909.

Pacific Electric Railway and Los Angeles Railway have each ordered three Twin Coaches, making a total of six to be placed in service on the Western Avenue Line of the Los Angeles Motor Coach Company. Deliveries of the Twin Coaches are expected early in December.

## Schedule Changes

On Sunday, December 9th, the turn-back service on Line "F" at Manchester Avenue was discontinued and all cars are now being operated through to Delta Avenue.

Effective December 9th, on Line "B" the headway was changed from a seven to a six-minute interval during the hours of 9:00 a.m. and 12 noon. The service is also improved during the p.m. rush.

On Line "O", effective December 9th, the off-peak period headways are changed from a ten to a nine-minute frequency and the a.m. and p.m. rush period headways speeded up.

Also on the same date, changes were made on Line "G" giving speedier service on that line.

## Use Air Mail

The Western Air Express announces that you can avoid the Christmas rush in the post office if you mark your packages and mail to travel "air mail."

Air mail is cleared separately in the post offices and this new method insures safe, quick delivery.

The new rates for letters are: Five cents for the first ounce and ten cents for the second ounce. The rates are cheaper by \$1.65 per pound this year than they were last year.

If you have packages that require rapid dispatch, get "air minded" about them. Rates will be cheerfully given you at your nearest post office.

# Oh, You Word Fans--- Come On, Get Busy!

This cross-word puzzle was patterned from a fly screen in a butcher shop, which an optimistic friend of ours said was made by flies trying to find their way out of the shop. Be that as it may, the white spaces, if filled out correctly, mean money for the person who solves the puzzle.

There are no blind alleys and all words are keyed. The puzzle contains 99.44% pure English and plenty of mental gymnastics for brainy individuals. One hundred and fifty words, including abbreviations, are hidden in the white spaces, and all words can be found in any standard dictionary.

This contest is open to trainmen, motor coach operators, flagmen, switchmen, and shopmen only.

Prizes will be awarded to employes sending in the correct solution in the order of time in which they are received.

For the first correct solution, \$10; second, \$7.50; third, \$5.00; fourth, \$3.00; fifth, \$2.50; sixth, \$2.00; seventh, \$1.50 and eighth, \$1.00.

If some answers are not correct, prizes will be awarded in the order named to those giving the greatest number of correct answers.

Write your name (and badge number if a trainman) on the form under the puzzle and hand it to your Division Superintendent or department head as soon as you complete it. He will write the date, hour and minute received and transmit it to the Contest Editor, Room 601. Be prompt, get busy and don't lose a minute.

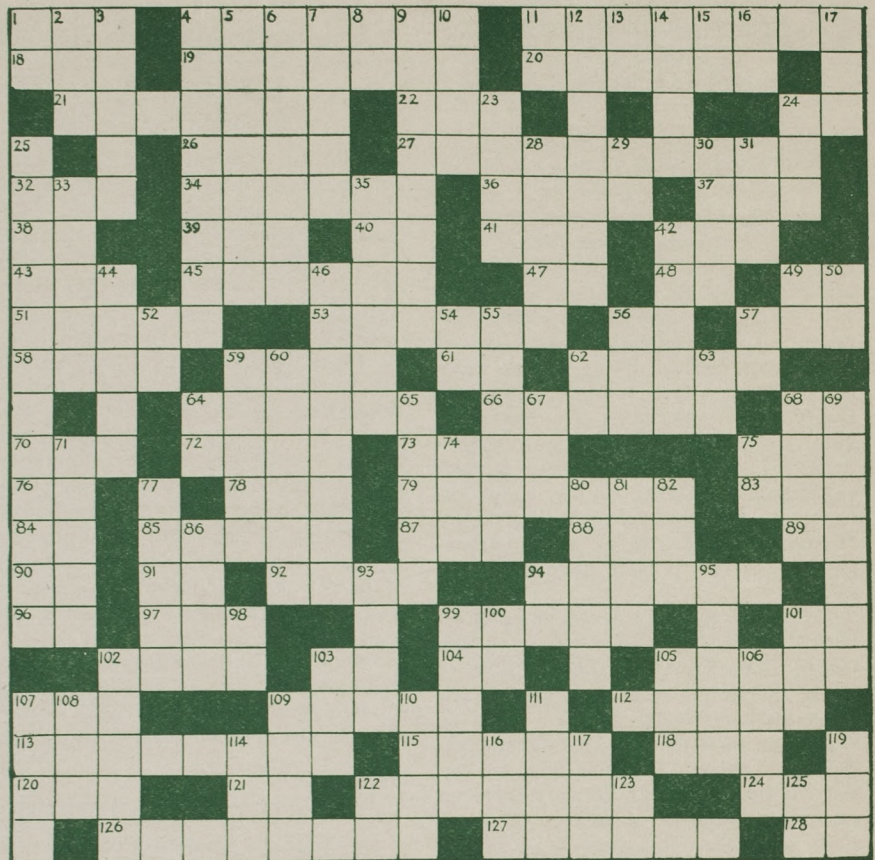
The contest will close promptly at noon, Thursday, December 13th. Money will be sent out to the winners so that they can do their Christmas shopping. The winners will also be announced in the next issue of Two Bells, together with the correct solution to the puzzle. Let's go!

## Welcome Back

We take pleasure in welcoming back to the family fold, Mrs. C. S. Klarquist, who is once again secretary to Mr. Anderson, Manager of Transportation.

Mrs. Klarquist, formerly Miss Ruchonnet, was secretary to Mr. Anderson from 1919 to 1922, and resigned during the latter part of November, 1922, to take up domestic duties.

With the resignation of Mrs. Lois Frame on November 13th, Mrs. Klarquist became, as "GBA" terms it, "secretary-clerk-stenographer-greeter."



Name \_\_\_\_\_ Cap. No. \_\_\_\_\_

Division of Dept. \_\_\_\_\_

Date \_\_\_\_\_ Hour received \_\_\_\_\_

(To be filled in by Division Head only)

### HORIZONTAL

- |  |  |  |
|--|--|--|
| 1. Official of the L. A. Railway.                | 48. Omissions excepted (abbr.).                  | 89. Opposite points of compass.            |
| 4. Abode of the blessed dead, Paradise.          | 49. Like   | 90. Railroad.                              |
| 11. Wedge shaped.                                | 51. One who makes notes.                         | 91. A maiden loved by Jupiter.             |
| 18. Pertaining to us.                            | 53. An optical illusion.                         | 92. Sailor's call.                         |
| 19. The negative pole of a galvanic battery.     | 56. Humboldt (abbr.).                            | 94. Something to guard against.            |
| 20. To make a deduction from.                    | 57. Division Supt.                               | 96. 25th letter (double).                  |
| 21. A Spanish instrument for capital punishment. | 58. To expand.                                   | 97. Same as 78 across.                     |
| 22. A natural mineral.                           | 59. People of northern or eastern Europe.        | 99. Between two periods or extremes (law). |
| 24. Personal pronoun.                            | 61. Parent.                                      | 101. Direction of the compass.             |
| 26. Measure of land.                             | 62. A seers or prophetess.                       | 102. Advanced in years.                    |
| 27. A light mineral used for making pipes.       | 64. Divides.                                     | 103. Abbr. for aluminum.                   |
| 32. An unctuous liquid.                          | 66. The state of being in place, local relation. | 104. You.                                  |
| 34. An evening social party (Fr.).               | 68. Eastern Central.                             | 105. Vinegar.                              |
| 36. South American ostrich.                      | 70. To place or put.                             | 107. A flap or strip.                      |
| 37. Doctor of Laws.                              | 72. Size of type.                                | 109. Sovereign of Afghanistan.             |
| 38. A state of the U. S. (abbr.).                | 73. Robe worn by a Roman citizen.                | 112. Member of a military academy.         |
| 39. Three vowel letters most used.               | 75. Official of the L. A. Railway.               | 113. A rapturous utterance.                |
| 40. New Testament.                               | 76. Element (abbr.).                             | 115. Great fear or doubt.                  |
| 41. Personal pronoun.                            | 78. A woman living in a convent.                 | 118. Cone.                                 |
| 42. A speck or mark.                             | 79. To dig up.                                   | 120. A changeling.                         |
| 43. Exclamation of surprise.                     | 83. Official of the L. A. Railway.               | 121. Two, doubly.                          |
| 45. Not yet made.                                | 84. A continent.                                 | 122. Capital of Persia.                    |
| 47. Nova Scotia.                                 | 85. River in England flowing into the Humber.    | 124. A mate or chum.                       |
|  | 87. The (Ger.).                                  | 126. Silent or reserved in conversation.   |
|  | 88. Promissory note.                             | 127. A motto or inscription, fable, myth.  |
|  |  | 128. Railway.                              |

## VERTICAL

- |  |  |  |
|--|--|--|
| <p>1. Signal.</p> <p>2. Container.</p> <p>3. South African village.</p> <p>4. A surgical instrument.</p> <p>5. A priest who warned the Trojans against the wooden horse.</p> <p>6. A metallic element associated with rare minerals.</p> <p>7. Utter.</p> <p>8. Same as 91 across.</p> <p>9. A rain gauge.</p> <p>10. Unqualified.</p> <p>11. Senior.</p> <p>12. The rescuer of Andromeda.</p> <p>13. High ball.</p> <p>14. Every one of any number.</p> <p>15. New Testament.</p> <p>16. Old English.</p> <p>17. Arid.</p> <p>23. Weird.</p> <p>24. 2500.</p> <p>25. We are proud to be a member of this family.</p> <p>28. European River.</p> <p>29. Central America.</p> <p>30. Plant of lily family which is used medicinally.</p> <p>31. Last month.</p> | <p>33. An ethereal fluid supposed to flow in the veins of the gods.</p> <p>35. A kind of vegetable used in salads.</p> <p>42. Uncertainty, indecision.</p> <p>44. Emaciated person.</p> <p>46. Everlasting flower.</p> <p>49. Alternating current.</p> <p>50. Point of compass.</p> <p>52. Opposite points of direction.</p> <p>54. Forenoon.</p> <p>55. U. S. Revenue officer.</p> <p>56. Hasten.</p> <p>57. Elevated.</p> <p>59. Glow.</p> <p>60. A blank space.</p> <p>62. The 7th note of diatonic scale.</p> <p>63. A letter of the alphabet (double).</p> <p>64. Trans-continental railway.</p> <p>65. Mental absorption.</p> <p>67. Said the sheep.</p> <p>68. Flows.</p> <p>69. Groove.</p> <p>71. Pertaining to wings.</p> <p>74. Unit.</p> <p>75. Right Guard.</p> <p>77. To prick painfully.</p> <p>80. Laughing.</p> | <p>81. Sound in relation to quality and volume.</p> <p>82. Caress.</p> <p>86. Scoundrel (Fr.).</p> <p>93. An amorous or coquettish look.</p> <p>94. Doctor of Science.</p> <p>95. To strike out, omit.</p> <p>98. State of the Union.</p> <p>99. An aromatic gum found in Arabia.</p> <p>100. A suffix used to indicate the object of action.</p> <p>101. Fixed in opinion.</p> <p>102. Toward the stern.</p> <p>103. Girl's name.</p> <p>105. Consume.</p> <p>106. To soak through.</p> <p>107. To suppose, think.</p> <p>108. Exclamation.</p> <p>109. Entrance to mine.</p> <p>110. Paradise.</p> <p>111. To challenge.</p> <p>114. Sorcery practised by negroes of West Indies.</p> <p>116. A fish without pelvic fins.</p> <p>117. Ancient pistol.</p> <p>119. To bend.</p> <p>122. A famous president.</p> <p>123. Direction.</p> <p>125. A measure of area.</p> |
|--|--|--|

## New Headquarters For Coach Division

It is a pleasure to announce that new headquarters for the Motor Coach Division will be ready about the tenth of December, taking the place of the old cottage which has served since the commencement of motor coach operation.

An existing brick building of ample size, at 758 East 16th Street, has been leased, and is being fitted up as well as possible considering the fact that the building is leased and not owned. The entire building will be heated with radiators. Eight skylights provide good light during the day, and new lighting fixtures have been designed to give adequate light at night.

Additional tables, including round tables for cards and other games, and more chairs are being installed. Additional lockers have also been provided, and the pay station telephone placed in a booth. New schedule boards are arranged with schedules shown under glass, making it easy to take off the time, and with less chance of error.

Part of the room has been partitioned off for a lavatory, which will include a shower bath. Hot and cold water will be provided for the shower and wash basins.

A radio receiving set, similar to those at the car houses, is also to be installed.

At the rear of the building three rooms are provided; one for Motor Coach Division Foreman C. O. Morse, the second for the supervisors, and the third for the division clerks. The supervisors' room will be provided with a blackboard and chairs for instruction purposes, and will contain lockers for supervisors and division clerks. The division clerks' room will have a new counter and new ticket transfer cases designed to permit a more rapid handling of transactions with motor coach operators.

### Gets Luncheon Set

T. J. Watkins (Thomas Jefferson, we presume), colored janitor in Room 820, done went and got married all over again—his third offense, on November 17th. Just to show their appreciation, several employes of the Engineering Department made him a presentation of a luncheon set. George Campbell, Chief Draftsman, made the presentation speech. Watkins replied with an acceptance speech on behalf of his bride and himself.

### Former Engineer Passes

L. O. Lieber, who was Electrical Engineer of the Company from 1906 to 1919, passed away in Oakland on November 11th.

## Toppers At Division Five



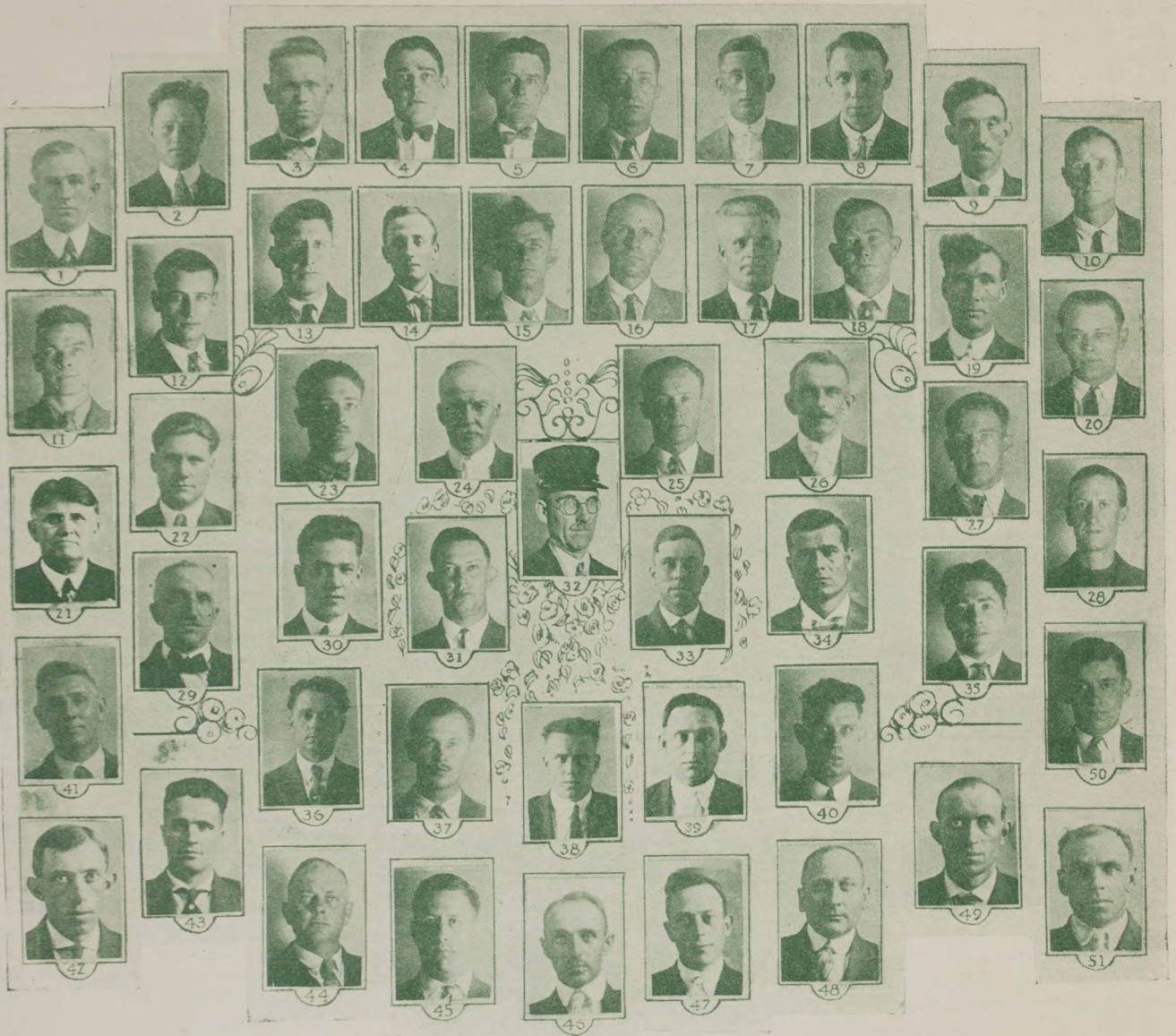
Left to right, standing: Motormen H. M. Guthrie, S. N. Cupp, F. J. Miller, J. Coward and W. M. Marion. Seated: Conductors E. H. Link, J. Robinson, A. B. Conway, L. P. Johnson and D. L. Gragg.

Tempus fugit. Here are ten old timers of Division Five whose years of service added together total approximately 238 years on the platform. The individual length of service of these boys (?) ranges from seventeen to twenty-eight years, and each and every one of them is still going strong and ranks among the many good men at Division Five.

Although the total number of years for the ten men at this Division does not reach the high level of the top-

notchers of Division Three, nevertheless these youngsters "can't be beat" for the manner in which they do their work.

Guthrie started in April, 1900; Cupp in March, 1902; Coward in February, 1903; Miller in September, 1900; Marion in January, 1904; Link in August, 1901; Robinson in June, 1907; Conway in November, 1909; Johnson in March, 1911, and Gragg in November, 1911.



# Bonsack's

For (1) Conductor R. L. Tobin of Division Two from John Mand for assisting a blind man from the car to the curb. Mr. Mand says this conductor's attitude was one of extreme kindness.

For (2) Conductor E. E. Sanders of Division Two from Otto C. Kiessig for his efficient, kind and courteous manner to elderly people.

For (4) Conductor L. F. Buchanan of Division Four from L. A. Bonsack for his courtesy in returning a sample case to Mr. Bonsack, who had left it on his car.

For (37) Conductor A. E. Borman of Division Five, (3) Conductors W. Barney, (21) J. H. Pace, (18) J. A. Weath-

ers of Division Four and (38) B. C. Bayless of Division Five all from Mrs. George E. Hawley. Mrs. Hawley commends Conductors Borman and Barney for their kindness to forgetful children in returning articles left by them on the car; to Conductors Pace and Weathers for their tact in handling passengers and to Conductor Bayless for his thoughtfulness on all occasions.

For (5) Conductor L. K. Thigpen of Division One from R. Carter for his courtesy to all passengers.

For (6) Motorman R. B. Luther of Division One from Arthur S. Lewis for holding his car to assist two elderly people to board during the recent rainy spell.

For (7) Conductor M. G. Law and (46) Motorman J. T. Nusko of Division Five from Mrs. N. H. Kimball for their courtesy in helping her out of an embarrassing position.

For (8) Conductor L. F. Van Zile and (12) Conductor A. J. Holman of Division Two from C. C. MacLean for their thoughtful consideration of passengers.

For (9) Conductor S. G. House of Division Two from Sidney Cohen for his business-like courtesy and attention to all details.

For (10) Conductor T. W. Crum of Division One from George H. Marcher for loaning him car fare when he found he had forgotten his money.



For (11) Conductor D. L. Laird and (24) Motorman J. T. Phipps of Division Two from James J. O'Leary for courtesy in adjusting an error in amount of fare paid and to Motorman Phipps for his gentlemanly conduct in waiting for Mrs. O'Leary, who is lame, to board his car.

For (13) Conductor W. R. Nichols of Division Five from Mrs. Etta C. Stimson for his thoughtfulness and pleasantness.

For (14) Conductor H. F. Hames of Division Four from Miss A. B. Coates for his courteous attention to all his passengers in his willingness to assist them on and off the car.

For (15) Conductor C. L. Smithwick of Division Two from Mrs. Susan Jensen for his assistance to an elderly woman who was loaded with bundles.

For (16) Conductor E. E. Wilke of Division Four from Hiram A. Barton for his polite and courteous manner to women with children in assisting them on and off his car.

For (17) Motorman G. L. Beckstrom and (50) Conductor B. W. NaVeaux of Division Four from Mrs. Ida Thompson. Mrs. Thompson highly commends this crew for their courtesy.

For (19) Conductor J. E. Lewellen of Division Three from J. B. Herford for his courtesy and honesty in adjusting a mistake made in making change of a bill of large denomination.

For (20) Conductor H. W. Quam of Division Three from Mrs. G. L. Taylor for assisting her with a heavy suit case and helping her on and off the car.

For (22) Conductor J. C. McKasson of Division Two from Mrs. Benner for his courteous, good-natured manner to all his passengers.

For (23) Conductor M. P. Matthews of Division Two from Mrs. J. B. Crosby for his courtesy and kindness to her.

For (25) Motorman W. H. Brain of Division Three from Albert Cohen for his careful manner in operating his car and for his courteous disposition.

For (26) Conductor A. Auger of Division Three from Mabel A. Parsons for his conspicuous good nature and courteous manner under the most trying circumstances.

For (28) Motorman B. J. Collins of Division Five from Zephyr O. Benson for his honesty in returning purse containing money. Motorman Collins was the recipient of a money order for his act.

For (29) Motorman N. N. McEwan of Division Three from Mrs. Emma B. Harris for holding his car to allow an elderly woman to hurry and catch it.

For (30) Conductor W. J. Millican of Division Three from Elizabeth

Ulyers for his clear enunciation in calling streets and giving directions.

For (32) Motorman H. F. Swabby of Division Two from N. R. Thomas for waiting for an elderly woman to board his car. Motorman Swabby is also commended by C. D. Cahoon for his quick thinking and action in stopping his car and saving the life of a little girl who was running across the tracks.

For (33) Conductor J. F. Lilley of Division Three from Jessie E. Little for his kindness and courtesy.

For (34) Conductor I. Gasparro of Division Three from Sara E. Smith for his watchfulness of passengers boarding and alighting and his attentiveness to duty.

For (36) Conductor V. R. L. Brown of Division Five from Jessie O. Egington for his courtesy to all passengers and his cheerful manner.

For (40) Conductor R. W. Tripp, (45) Conductor H. E. Pierce of Division Three; (35) Conductor D. S. Timmons, (27) Conductor G. S. Saylor, (31) Motorman E. C. Fisher of Division Two and (49) Conductor J. S. Meehan of Division Three from Charles H. Johnson for their courtesy and attention to duty.

For (39) Motorman F. M. Doherty of Division Five from N. R. Thomas for quick action in applying the brakes of his car and avoiding a collision with a reckless autoist.

For (41) Conductor J. L. Carnine of Division Four from Edna M. Cameron for his unusual courtesy extended to all passengers.

For (42) Conductor J. J. Cresto of Division Four from James E. Brown for loaning him car fare.

For (43) Conductor J. M. Godel of Division Two from Henry Frost for loaning him car fare when he found he had been robbed.

For (44) Motorman J. H. Crooker of Division Five from C. J. Hammond for his quick action and presence of mind in averting an accident when a woman ran across in front of his car.

For (47) Conductor S. T. Cooper of Division Four from J. W. Mattingly for his unusual courtesy to crippled and infirm passengers.

For (48) Motorman A. J. Lange of Division One from Millie C. Blaisdell for his courtesy to people alighting from his car.

For (51) Motorman A. Bauman of Division Three from H. C. DeKnatel for his efficient, patient manner.

## Goats

How I feel for those goats in the mountains  
Who leap over canyons all day! !  
I go leaping from pay day to pay day  
The same insecure-feeling way.  
(Author unknown.)

## Square and Compass Doings

An enjoyable evening was had by members of the Square and Compass Club, their wives and friends at the last stated meeting in the Blue Room of the Masonic Temple, Saturday, November 24th.

Under the direction of C. V. Means, Chairman of the Entertainment Committee, several good turns of vaudeville were presented and after the delightful program, refreshments were served in the banquet room.

The distinction of being one of the first Masonic clubs to be instrumental in spreading Christmas cheer for unfortunates is enjoyed by the club. A silver collection was taken up for the little orphans at the Covina Masonic Home. This was responded to heartily by approximately two hundred members present and the money collected will be turned over to the Grand Lodge for these little ones at Covina.

### Confers Degree

The Third Degree Team, under the direction of P. T. Klingel Smith, had the privilege of conferring the degree of Master Mason on A. L. Leisure, of the Garage, in South Park Lodge, Tuesday, November 27th.

## Former Elevator Man Passes

After a protracted illness of many months which necessitated hospital treatment, Earl Powell, former elevator operator, passed away on December 2nd.



Little Mary Louise Rosner, one year old, and her popular granddaddy, W. G. Miller, Instructor.

## Wieland Delights in Dahlias



Conductor D. L. Wieland of Division One has a hobby and it is raising dahlias.

To step into his garden at 462 West 45th Street is to behold a blaze of color as there seems to be every conceivable hue designed by nature displayed in the dahlias that he cultivates.

Wieland, who is not in the best of health, has found the hobby of raising dahlias to be one of intense interest

and the results he obtains show that he spends many hours in his garden.

The lower photograph is a close-up of some of the specimens which evidence marks of cross-pollination. According to Wieland it takes about three years for dahlias that are raised from the seed to definitely establish their color. He raises some from bulbs but most of them are cultivated from the seed.

Wieland's services as a trainman date back to January, 1905, when he started in as a conductor at his parent division. His record is beyond reproach and if it were not for the fact that he has to lose time occasionally on account of ill health, he would be a regular participant in the yearly bonuses.



Watching for daddy. Tynea Marie, age 8 years, J. Douglas, 6, Ernest, Jr., 3, and Patricia Ann, 1, children of Conductor E. W. Thompson of the Motor Coach Division.

## To The Signal Man

The following is an original poem by Tom Keenan, eighty-eight years of age, to C. S. Haldeman, Flagman, as a tribute to flagmen:

Always on duty, the signal to give  
When danger approaches or is near,  
There he faithfully stands, with flag  
in his hand,  
To wave stop, or go ahead, if all's  
clear.

True to his post, like a light on the  
coast,

The sailor to guide off the rocks,  
With his flag ever sure, to make life  
more secure,

He will wave you the goes and the  
stops.

And so in man's life, roads lead to  
strife,

With dangerous crossings to pass,  
Then look out for the light, whether  
red, green or white,

It may save you pain, trouble and  
loss.

## Coach Schedule Changes

### Whittier Blvd. Line

Effective November 13th, the East 9th St. and Whittier Blvd. Motor Coach Line was placed on a 7½ minute headway during the day, this taking the place of a 10-minute headway, and in the morning and evening rush periods a new headway of 4 minutes supersedes the 5-minute service.

### Figueroa Street Line

Effective November 26th, Figueroa Street Motor Coach Line schedules were changed to provide a 4-minute morning and evening rush period service, and a 7½-minute service throughout the day. The former headways were 5 minutes in the rush periods, and 10 minutes through the day.

### Manchester Ave. Line

Service on the Manchester Avenue Motor Coach Line has been readjusted to take care of the change of shifts at the factory of the Firestone Tire and Rubber Company, service now being given to take care of employees at all changes of shifts.

## Returns From North

This may be a fish story, but it's a good one at that.

P. C. McNaughton supports the story with a good picture of a 32-pound Tyee salmon which he speared in the Snoqualmie River, in Washington.

Mac has just returned from a five-months visit to the big tree country where he has been helping out on a friend's ranch. He looks splendid and says he has gained considerable weight.



## Ed Austin Called Beyond

The passing of E. M. (Ed) Austin on November 7th, closes a chapter of faithful service of an employe in platform work as a motorman at Division Five.

Austin started with the Company on August 25th, 1919, and while his service does not date back as a real old timer, yet he was considered a regular old timer by his many friends and co-workers. His record shows a high rating and that he was a careful, courteous and painstaking employe. His passing will be deeply felt by all who knew him.



# Mary Watts



"So you remember way back to the Revolution, do you?"

"Yassa. De Revolution and Gin'l Washington an' all them."

"Perhaps you were a witness of the fall of Rome?"

"Nossa, Ah didn't exactly see it, but Ah recollect hearin' somethin' drop."

Bill (entering room): You're drunk. I saw you running around here in a circle.

Will: No sir, I'm not drunk. I was trying to read the name on a victrola record while it was playing.

Old Ebenezer was whitewashing his barn with a brush that had very few bristles in it. The squire passed by and said:

"Why don't you get a brush with more bristles in it, Ebenezer?"

"What for, squire?" asked the old man.

"What for?" shouted the squire. "Why, man, if you had a proper brush you could do twice as much work."

"Yeah; but, boss, Ah ain't got twice as much work to do."

"A union man was drowned in the bay recently."

"No."

"Yep. He swam eight hours and quit."

The laziest woman in the world is the one who puts popcorn in her pancakes so they'll turn over by themselves.

Adam and Eve came back to earth  
To see the latest styles from Worth;  
Said Eve to Adam—"It seems to me,  
The styles are the same as they used  
to be."

Two men left a banquet together; they had dined exceptionally well.

"When you get home," said one, "if you don't want to disturb your family, undress at the foot of the stairs, fold your clothes neatly, and creep up to your room."

They met the next day at lunch.

"How did you get on?" asked the adviser.

"Rottenly," replied the other; "I took off all my clothes at the foot of the stairs, as you told me, and folded them neatly. I didn't make a sound. But when I reached the top of the stairs—it was the elevated station."

"Rastus, I see your mule has 'U. S.' branded on his hindquarters. Was he in the army?"

"No, boss, dat 'U. S.' don't stand for 'Uncle Sam,' it means 'Unsafe.'"

"Well, Pat, do the twins make much noise nights?"

"Praise be to hivin! Shure each wan cries so loud yez can't hear the ither wan!"

"Did you mail those two letters I gave you, Norah?"

"Yes'm, at the post-office. But I noticed that you'd put the two-cent stamp on the foreign letter and the five-cent stamp on the city one."

"Oh, dear, what a blunder."

"But I fixt it all right, ma'am. I just changed the addresses on the envelopes."

A mouse in her room woke Miss Dowd, She was frightened, it must be allowed.

Soon a happy thought hit 'er—

To scare off the critter

She sat up in bed and meowed.



AN EARLY RUN.

If witches, which wish fishes, wish fishy wishes,

Witches, which wish witchy fishes—wish witchy fishy wishes;

And if fishes, which wish witches, wish witchy wishes,

Witchy fishes, which wish fishy witches, Wish fishy witchy wishes.

Which's fishy, which's witchy?

Nervous Musician: "Madam, your cat has kept us awake for two nights with its serenade."

Mrs. Nextdore (tartly): "What do you want me to do, shoot the cat?"

Nervous Musician: "No, madam, but couldn't you have him tuned?"

Rastus had got into the clutches of the law and was talking things over with his lawyer.

"I think," said the attorney, "I can get the jury to exonerate you."

"Boss," said Rastus, "Ah don't crave to be exonerated. Ah just wants to be let loose."

"Say, Rastus, ah's got a new addition to mah menagerie."

"You'll don't say so."

"Ah sure has. It am a white pig, an' ah calls her INK."

"Ink? Why Ink—a white pig..."

"'Cause she am always running from the pen."

"What did you put in this prescription?"

"That I can tell only to the doctor," said the druggist.

"The doctor wants to know. Seems I gave you a Chinese laundry ticket and you filled that."

A small boy came hurriedly down the street, and halted breathlessly in front of a stranger who was walking in the same direction.

"Have you lost half a dollar?" he asked.

"Yes, yes, I believe I have," said the stranger, feeling in his pockets. "Have you found one?"

"Oh, no," said the boy. "I just want to find out how many have been lost today. Your's makes fifty-five."

A colored employe of an express company approached his superior with the query:

"Boss, what we gkine do 'bout dat billy goat? He's done et up where he gwine."

Caller: "Say, Mister Editor, kin you give my boy Ephraim a job?"

Editor: "What can he do?"

Caller: "Well, at first he could only edit yer paper, but after a while he might learn to set yer type or run yer press or sumthin'."

The minute the dentist touched the tooth, Mandy began to scream. "Hush, don't you know I am a painless dentist?"

Mandy replied, "Maybe you is painless, but I ain't!"

A sultan at odds with his harem

Thought of a way he could scare 'em;  
He caught him a mouse

Which he freed in the house,  
Thus starting the first harem scarem.

"I swan, Jethro," remarked Farmer Hogsbloom to a neighbor, "that new hired man is the laziest yet. I've seen 'em lazy, but he suttinly do beat all. Why, today he got tired and sot down plumb on a hornet."

"Ho, ho!" chortled Farmer Hornsbee. "I bet he got up the quickest he ever moved."

"Nope. Jest sot there—said he guessed it wouldn't sting twice."

Police Sergeant: "Is the man dangerously wounded?"

Patrolman: "Two of the wounds are fatal, but the other one isn't so bad."



On November the 10th Conductor H. W. Quam, who had taken a week off duty, went down to San Diego where he and Miss Eliabezth Mobley, of Texas, were married.

Another lady from Texas has joined our ranks, Motorman C. T. Vaughn having been married during the month.

## Ben. Jenkins Passes

Benjamin F. Jenkins, who was for many years a prominent figure as Watchman at South Park Shops, passed away on November 20th, after a short illness. Last August he celebrated his seventy-eighth birthday apparently in the best of health.

Jenkins first started with the Company in June, 1910, as a painter. He resigned in April, 1921, and was re-employed in April, 1924, as Watchman, which position he held up to the time of his death.

His pleasant smile and cheery word as everyone passed his shanty are gone forever, but the memories will linger for many a day in the hearts of all who knew him.



Photos don't lie if you take 'em right and Bob Carroll of Division Four proved his prowess as a fisherman on his recent visit to Grant Lake with a picture to prove it.

## Do You Roller Skate?

Motorman Harry Cantonwine, of Division Three, teaches roller skating from eight to twelve every night. Anyone interested in roller skating is invited to get in touch with him at Division Three.

## Appreciation

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

Mrs. Anna Willcuts and family.

\* \* \* \* \*

We desire to express to you our appreciation and thanks for the beautiful flowers and the kind thoughts which accompanied them in our hour of bereavement.

Mrs. W. R. Boyd.  
W. R. Boyd, Jr.  
Miss Doris Boyd.  
Mrs. Eva Pontius.

\* \* \* \* \*

Gratefully acknowledging and thanking the Co-operative Association of Los Angeles Railway Employees for the kind expression of sympathy in our bereavement.

Mrs. John Graham.  
Miss Ellen D. Graham.  
John Graham, Jr.

\* \* \* \* \*

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

George A. White.

\* \* \* \* \*

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

Mrs. E. M. Austin and family.

\* \* \* \* \*

My sister and brother join with me in gratefully acknowledging and thanking you for the flowers and your kind expression of sympathy.

Helen Burrus.

\* \* \* \* \*

Gratefully acknowledging and thanking you for your kind expression of sympathy.

A. Anderson and family.

\* \* \* \* \*

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

Mr. and Mrs. J. Arthur Jenkins.

\* \* \* \* \*

To the Boys of Division Four:

In the great loss of my wife, I wish to express my many thanks for what you have done for me. I did not know that I had so many warm-hearted friends.

Again I thank you all.

Dick Knudson.

## Monte's Shoe Shop

Trainmen who need shoe repair work done while they wait, if they are in the vicinity of the Main Office Building, will do well to patronize Monte's Quality Shoe Repairing Shop at 1056 South Broadway.



## Births

Motorman H. H. Morgan of Division Two rushed in with the news the other morning that a nine-pound baby boy had arrived at his home. All concerned are doing fine. Here's wishing them many more as the cigars are O.K.

Chas. Walters, Storekeeper, Division Three, announces the arrival of a seven pound, twelve ounce son, on November 27th. Mother and son doing fine. Congratulations, Charlie.

## In Memoriam

On November 15th Conductor A. P. Keran died at his home in Carlsbad. Mr. Keran had been failing in health for some time. After giving up his position as conductor he was used as a flagman. Burial was at Hanford, California.

Our sympathy is extended to Conductor F. E. Sparks of Division Three in the death of his son November 17th.

We were all very sorry to hear of the death of Conductor W. R. Hobdy's son. He has the sympathy of all the men at Division Three.

Our sincere sympathy is extended to Mrs. Eva Yeoman, stenographer to the Assistant Manager of Transportation, whose mother passed away on November 26th.

## For Those Who Ice Skate

Ice skating is an exhilarating, healthy sport and keeps you pepped up. If you are interested in special rates for employes of the Company, drop a line to W. T. Shelford, Room 601, and particulars will be furnished you.

## For Sale

Nineteen Jewel B. W. Raymond Watch, \$15. Motorman J. B. Rice, Division Four.

Pekinese Pedigreed Red Toy, male, two years old. Real flat face, holds one year contract in moving pictures. Valued at \$150. Will sacrifice for \$50 to a good home. Also two fine females, six months old, \$25 each. Motorman J. H. Meiers, Division Four, or phone Chicago 2062.

Five Tube Kemper Portable Radio, used only four months, \$70. C. Fraetis, Motorman Division Two.

Malamute Puppies. A. L. Reaugh, Conductor Division Two.

## For Rent

Two Four-room Flats, with garage. Located at 958 West Vernon Avenue. A. A. Burlingame, Division Two.

## Now Chiropractor

G. H. Thomason, formerly of the Line Department, is now a full-fledged chiropractor with his place of business at 7521 South Broadway. Thomason started in at Division One as a motorman, later transferring to the Line Department where he worked for about four years.



### Division One

H. N. COLE

Motorman Bill Lambertson of the mail car frequently runs across an old-timer who quit the service years ago and has been forgotten by most of the men. He recently spotted former Conductor Frank Staples and he says that the mere mention of his name will bring back memories of long ago.

A motorman was dead-heading home on Motorman R. M. Sexton's car and was standing just back of him. A lady passenger was watching the performance and as she was leaving the car she remarked to Conductor E. R. Dewhurst, "That is a pretty good student running this car."

Just here is a good time and place to mention the fact that Conductor E. R. Dewhurst has a new Chevrolet Roadster.

Conductor J. A. Smaby had his Dodge machine stolen but was fortunate enough to have it recovered within a few hours and in good condition, too.

After a ninety day leave of absence, Conductor P. E. Holt reported for duty. So many changes had taken place during his absence he felt like a new man and had to do a little breaking in.

Motorman J. H. Johnson of the "D" Line, he with the big mustache, has a new Ford sedan. He has learned to drive and handles it as expertly as he does a street car and that is saying some.

When the last line choice took place, the "J" Owl appealed to Motorman W. L. Sullivan, but after a few days he came to the decision that he could sleep better nights so he has bid in a day run on the "R" Line.

With a red face and a ravenous appetite, Conductor L. C. Davidson returned from a motorcycle trip throughout Arizona. He says that he took several spills in the desert and consumed his peck of sand all at once.

Two new conductors have just started in and are making good selling tokens. They are brothers but not twins. Jake and Frank Kliever and they came from the same place that Conductor Frey hails from, wherever that is.

We regret to report the continued illness of Motorman S. H. McGary of the "D" Line. While somewhat improved, it will be some time before he will be able to report for duty.

Also on the sick list is Motorman-Line Instructor E. R. Rath. He has been confined to his home for about two weeks with a case of influenza but according to last reports is rapidly improving.

Motorman-Line Instructor R. Montgomery has enlisted in an aviation school and is taking to the air like a bird.

In order to be in good shape for the holiday rush, Conductor J. D. Sweeten is resting up for thirty days.

Motorman E. O. McKinney has been granted a thirty day leave to take his mother back to Arizona.

Motorman F. E. Kimble is taking a few days off. It is not reported just where these few days will be spent, but it is an even bet that most of the time will be put in on his machine.

On account of the death of his mother, Switchman T. R. Doolittle has been called back East. He will be away for about thirty days.

Conductors J. F. Laverty and L. R. Ballou are taking ten days off to rest up and do their Christmas shopping.

Switchman W. R. Houts is confined to his home nursing a broken arm, caused through an accident. He will probably be off for several weeks.

Having resigned his position in the Sheriff's Office, C. N. Reddick is back on the back end. He is the same old expert pinochle player and is still wearing the same old smile.

After fighting an illness extending over a period of eight to ten years, Motorman Nate Robinson has returned to work fully recovered and perfectly happy.

While Traffic Man H. J. Burke was turning in to the cashier a few nights ago, some one borrowed his Chevrolet and staged a holdup. The machine was recovered a few days later slightly damaged.

Too many trainmen are on the sick list to attempt to name them, so here is hoping for an early recovery of them all.



### Division Two

H. F. NELSON

Conductor E. V. Athenous has returned from the East, where he spent several weeks visiting with his children. He returned just in time to get into the thickest of the refund checks, etc.

Frank Howard dropped into the office the day before Thanksgiving and called for his outfit, saying he was ready to go back to work, and that he felt fine after his long rest.

Clerk C. F. Paine is a bear for punishment. The other evening about five thirty he picked out Seventh and Broadway as a quiet place to clean his spark plugs. After giving them a good inspection, a police officer suggested he look his carburetor over, which he did. After adjusting that, the old car snorted and Paine was on his way. The officer was greatly relieved to have him off the street.

Motorman E. T. Ellegood has returned from his leave of absence and is now working the extra board until he is able to choose a good run. He reports a very good time while gone, but says he didn't get much rest.

We regret very much the passing of Conductor C. E. Burrus. The boys ex-

tend their sympathy to his family during their hours of bereavement. Many of the newer men do not remember him as he has been off the cars for some time on account of sickness.

They all come back! Conductors C. C. McAlister, M. B. Whitaker, and G. W. Williams are again working the back end. Motorman T. Fitzmaurice decided Oakland wasn't so good after all and is again back home at Division Two. Motorman P. H. Thompson is also back on the front end. Now that winter is about here we are looking for a few more boys to return and give the extra board another whirl.

Motorman A. T. Munn, who has been on sick report for several months, called Foreman Madigan by phone the other day. He weighs but one hundred and eighty pounds, and is feeling fine. Is taking life easy and does not know just when he will be back to work.

Motorman-Line Instructor C. C. Roush is still on sick report. At present he is living in Arcadia, and is not feeling any too good. If any of you drop out that way, stop in at 459 Fairview Avenue and say hello.

Mr. Moxley also called on Dave Wood while he was in Arcadia. Dave is looking good and doing well with his chickens. He lives at 601 Lemon Avenue, and would be glad to see any of the boys who happened out that way.

Conductor F. W. Baker is still confined at home, with rheumatism, and is also having quite a bit of trouble with his teeth.

Motorman B. Rodefer has been working out of the M. of W. Department for several weeks. He expects to be there until the Vermont Avenue job is completed.

Motorman E. V. Todd has purchased a new home on West 80th Street far from street cars and coaches. He gets back and forth in an ancient sedan of unknown make. The other night going home late his brakes jammed and it was necessary for him to get out and get under. He had just started to work on them when a police car drove up, and it took him several minutes to explain to them that he was not trying to steal the thing, but that it belonged to him. He finally got to going again and bingo the brakes jammed again, and also another police car drove up, but they figured if he was trying to steal it they would give him a little help, so one of the officers pulled off his coat and climbed under and untangled the thing. And to top it all he had to explain where he had been until four in the morning when he did get home.

If we were to list the men who have been off sick with the flu it would be almost necessary to copy the Seniority List, so we will just pass them up and say that there were about sixty men on sick report a day for two weeks.

"Hard Luck Red" McClain is finally back to work, and if he has been careful he will be on the job when this goes to press. "Red" had been off sick several days and had come up to the office and O.K'd for his run at four and when the Clerk said "all off" at five down the stairs he started. He got almost to the door when he tripped and fell, he made a grab for the door and his hand went right on through the glass. He cut his

wrist quite badly and an ambulance was called to carry him away for medical attention. In a few days he was ready to hit the ball again.

Conductor O. E. Wilson has been at home for the past month with rheumatism. It has centered mostly in one foot and it is very hard for him to get around. He has no idea just how long it will be before he can return to work.

Motorman A. G. Kennealy, who has been on leave of absence for the past six months, resigned to stay with the Post Office. Here's wishing him all kinds of luck.

The last line shake-ups gave some of the brothers a chance to get runs together. A. J. and B. Skinner have a run on the "S" Line. W. V. and A. J. Holman are also working a run on the same line.

Edwin C. Taft has been added to the staff of Cash Receivers at Division Two in order to handle the evening rush.



## Division Three

L. VOLNER

Begin to make your resolutions for the New Year which began December 1st. The Assistant Manager of Transportation, R. B. Hill, says he would like to see every man participate in the top bonus, and it's up to all of us to establish a clear record for 1929.

An injury to his foot, several years ago, caused Motorman M. L. Hersom to have an operation performed during November. He was off duty several days and says his foot is now in fine shape.

Motorman P. Wankier has gone to Utah for the benefit of his health.

Conductor I. B. Keenan, formerly of this Division, but now in the Sheriff's Office, reports an enjoyable visit to Cleveland, Ohio, where he was sent on legal business.

Motorman J. D. Messick spent a week in the Imperial Valley, duck hunting.

Along with the cooler weather comes the oyster and chitterling season. There are many places along the south end of the "B" Line where they make a specialty of chitterlings. The people of that section are very fond of them, and a thriving business is done. It is also said they are very fattening. Have you noticed how fat that popular Motorman B. F. Hart of the "B" Line, is getting?

Miss Haytack, stenographer in the Superintendent's office, was on the sick list during November. While she was sick, Extra Stenographer George Mayhew was called to fill her place, but after a day or two he too became sick and had to be relieved by Motorman S. H. Dean. Miss Haytack is back in the office now, feeling much better since her attack of the flu.

By the way, there is much sickness going around, and it would pay each of us to take good care of ourselves.

While going through the yard to the office Motorman C. T. Morgan heard a dog barking and coming his way at a high rate of speed. Looking around he saw the dog was mad. Mr. Morgan gave the

dog the right of way and saw it run on into the car house and tumble into the pit. Lincoln Heights Police Station was called, and an officer, with a riot gun, was soon on the spot and ended the life of the dog before any damage was done.

Another use has been found for the tokens: Conductor T. G. Cumberford uses them to put in the plate when he goes to church.

Conductor M. O. Brown was off duty for some time on account of some one running into his uncle's auto. His uncle was killed and a cousin, who was a passenger in the machine, was injured.



## Division Four

E. E. JOHNSON

Armistice Day had a double meaning to Motorman and Mrs. P. E. Doll who celebrated their fifteenth wedding anniversary. Congratulations P. E.

Motorman L. A. LaRiviere works trippers and one day early in the month some of the boys were wondering if he had a change of heart or was sick as he worked a full run. How about it LaRiviere?

Safety Operator J. C. Berrell had an argument with his Birney and a twelve ton truck. The truck emerged the victor and Berrell is still off with an injured leg.

M. Connor who winds them up on the "C" Line is in the hospital in a critical condition.

Uncle Sam's postal force is being aided during the holiday rush by Conductor R. M. Knourek who is trying out for a position at the Post Office.

S. H. Corbin who resigned a few months ago to go East, is back again with us handing out tokens, etc., as before.

The sick list is still increasing and those who are out at this writing mostly with symptoms of the flu are: Conductors R. F. Griffin, A. M. MacKenzie, L. E. Sherwood, W. Jolley, E. T. Smith, H. L. Deu Pree, and C. B. Southwick; Motormen M. F. Lourdou, F. P. Hommel, P. E. Doll, J. McKeown, W. Vanden, Safety Operators W. L. Greenwood, M. Grammer, A. O. Swoboda, and J. G. Hartzell.

Mrs. I. L. Blanchard, Stenographer, is out sick and ye scribe Johnny is "subbing" for her.

Thanksgiving has passed and those of you who ate in restaurants and had the regular routine of hash, missed a good turkey dinner at the Company restaurant at Division Three.

With the passing of Thanksgiving so also the year comes to a close and December first starts the new fiscal year. Those who didn't get the extra bonus money this year have a chance to start in anew. Let's see if a great many more can't make it during 1929 and show them that it can be done.

It was with great regret that we learned that Operator J. L. White passed away November tenth, and we extend our most heartfelt sympathy to the family.

We extend our most heartfelt sympathy to Motorman R. A. Knudson in his recent bereavement. Mrs. Knudson passed away November 12th.

Conductor Joe Federbusch, who recently returned from the Sheriff's force, passed away November 18th, and we extend our sympathy to the family.



## Division Five

FRED MASON

It was a merry bunch of hunters who took a trip up to Palmdale on Saturday, November 24th. Here they are—look 'em over: Motorman Earl Downing, Conductor-Line Instructor "Hank" McDonald, Conductor Tommy Carey and Conductor Bill Langdon. Jackrabbits they went after and jackrabbits they got. Twenty was their bag, out of which Bill Langdon, who fired two hundred shells, got one. Before starting out Bill called on all his friends and promised them all a rabbit dinner for Sunday. He has no friends now.

During the last month quite a number of new men have come to this Division, both motormen and conductors. The majority of them are absolutely new to the game, so help them all you can, boys.

Among the new faces is that of an old one, which we are all glad to see, that of Conductor R. H. Manning. Bob left us almost a year and a half ago and went back East but couldn't get along without a bell cord to pull and is now back on the job happy and contented.

Most of the boys who were down with the flu are up and around again and doing their stuff. Motorman Bill Atchison was down for a couple of weeks. His conductor, Fred Buxton, was also down with ptomaine poisoning. Motorman Jim Morton also took the count, his first sick report for over three years and only the second since he has been on the job. He's up and around again and is just as big as ever. Motorman Bert Cox was down for a week, also several others. We are all glad to see them back on the job again and doing their stuff.

Motorman Gerald Cook is back from his leave of absence which he took on account of his father's illness. Motorman Cook's father was taken ill in Seattle, Washington, his condition being such that it was necessary for him to be taken back home to Earlham, Iowa.

Conductor "Chick" Trager is back from his three months leave of absence but hadn't been back but a week when the flu got him. He's all O.K. now though and feeling fine.

Conductor Y. W. Waldrop has resigned and is going into the cleaning and pressing business in Oakland.

The boys of Division Five extend their heartfelt sympathy to Motorman Jack Bruno whose mother passed away recently. Jack was granted a leave of absence to visit his mother in Helper, Utah, where she was seriously ill. She passed away about a week after Jack got there.

Conductor J. S. Ennis had the tough luck of spraining his ankle caused by stepping on a large stone when getting off the car to pull a switch. He's hobbling around on crutches at present but hopes to discard them pretty soon.



## Motor Coach Division

ELMER WOOD

We are all very glad to hear Operator F. G. Ballenger answer "present" again after being in the General Hospital with typhoid fever. It is only after a blood transfusion that he is able to be with us now. Ballenger wants to thank his many friends for the kindness shown him during his illness of over two months.

Arizona couldn't keep Operator A. P. Williams any longer so he has returned to the fold again after spending sixty days in the cactus country. We are mighty glad to see "A. P." looking so well and hope he will continue to regain his health.

Christmas in New York with his parents was Operator W. S. Swanson's plan when he asked for the thirty day leave of absence.

Suddenly stricken ill, Operator Ray Head fainted while on duty and was rushed to the Receiving Hospital about the first of last month. Ray started to work a few weeks ago but was unable to make the grade so went back to bed again.

Operator E. J. Jackson was granted a thirty day leave of absence to visit relatives in Kansas City.

The passengers on the Verdugo Line missed Operator O. O. Obenshain while he was off sick for about ten days.

Pinching his hand in a door has caused Operator L. F. Bills much suffering. The bruise became infected and resulted in blood poisoning which has kept him out of service for the past thirty days.

Operator W. A. Ellis was on the sick list for about three weeks as a result of a dog bite.

A letter was received from Operator H. S. Rayburn in the U. S. Veterans Hospital, San Fernando, in which he says hello to the boys.

Operator J. C. Meyers is staying with his parents in Barstow, while on a sick leave.

The latest report from Operator J. E. Hentzen is that he is in Texas, and still on the sick list.

### Garage News

The big game hunters, Jim Hiestand of the First Shift, Ben Rogers and L. Leffler of the Third Shift, drove to the wilds of New Mexico to try their marksmanship on deer, bears, (and what have you?). After tramping down the sage brush and hiding in canyons for several days, Jim was the only lucky one in the trio. A three pointed buck received the lead from his rifle.

Decker's ranch in Reservoir Farms has been the attraction for many week-end parties in which almost every one in the Garage office has participated. W. B. Decker is a clerk in the office and he says that he will be glad when his little acre and a half is ready to harvest.

H. Lee, formerly a mechanic on the Third Shift, dropped in the other day to show us his new Fire Department badge

and uniform. Hal resigned about the first of last month.

R. Rout, Second Shift Foreman, had a very pleasant two weeks vacation touring Northern California. E. R. Sullivan, Assistant Foreman, kept the boys busy during Rout's absence.

L. A. Chiro, Mechanic on the Third Shift, was laid up with the flu for twelve days last month.

The United States Mail Department called H. Clinton, Mechanic on the First Shift, to accept an opening in their office on the twenty-eighth of last month.

Walton Wangeman was re-employed after having been in Pittsburgh, Pennsylvania, for the past sixteen months. Walt says he is here to stay and that he is very glad to be back on the same shift with all the boys again.

We are glad to announce that Mrs. R. W. Anderson, wife of the First Shift Foreman, is well on the road to recovery. Also that the wife of R. L. "Scotty" Crawford is getting along very nicely.

W. Hannefield, trouble shooter for the Wilshire line, has resigned to accept a position with a chemical company in Dominguez Junction.

H. Swartz and W. E. Hawpe, Mechanics on the Third Shift, have resigned to accept other jobs.

We all extend our sympathy to the family of O. R. Deam, Mechanic on the First Shift, whose mother-in-law passed away last month.

Another rabbit drive was staged in Palmdale last month. The hunters were: Dean Ovard, Ben Walters, C. Simmons, H. Gilfillan, R. W. Taylor, W. Powell, and L. Powell of the L. A. M. C. The first four boys were accompanied by their wives. To save embarrassment we will not give the individual scores, the total was only forty and of course about fifty got away. Claude only shot crippled rabbits.

Owing to the fact that all coaches have been placed on runs for the Christmas rush, more repairs are required by the night crews, so the following single boys and bachelors were given flash lights and temporarily transferred from the First to the Second Shift: J. Rowan and T. McCarthy. To the Third Shift: J. Doerr, E. Wood, W. Baker, B. Rogers, G. Riggs, R. Kanka, and J. McLaughlin.



JACK BAILEY

Truckman A. W. Harlow and wife spent November 25th at Catalina. Some of the boys told A. W. that everything would be closed up at the Island at this time of the year and he had better take his lunch. He did.

D. C. Farris, Watchman at the East Gate is on the sick list. Too much Thanksgiving for Doc.

Have you noticed that big smile on Truckman Fred Brenon? Remember Fred is, or was a bachelor.

Pete Ratzlaff, Machinist, who injured his hand last October 27th, is back on the job.

B. M. Cinnamond, Truck Shop Clerk, was away the third week of this month with the grippe.

Truckmen E. Baker, W. Kirby, C. Pious and J. Glynn are reported confined at their homes with the influenza.

Truckman F. Hart suffered the extraction of all his masticating organs just a few days before Thanksgiving. Rather stupid of the fellow, don't you think?

Truckman Bill Thun who has long held a seat on the raspberry bench has been discovered. He has a few of those teeth that are like the stars. They come out at night. Bill can't kid any more.

While we are so interested in teeth we might find out what kind of snuff our Blacksmith Foreman Joe Gordon uses. It may have been the same kind of hay-fever that our Mr. Buswell lost his teeth over. Just the same he sneezed them out.

R. Baxter, Truckman, spent Thanksgiving at Lancaster hunting jackrabbits—thirty-one in the bag.

R. Catherman, Paint Shop Clerk, spent Armistice day in Kern Canyon inspecting some of the old gold mines and helping his friend to break in a new Chevrolet.

Painters S. Taylor, F. V. Cook and W. Ellis are reported on the sick list.

Electrician E. Brimm is reported absent on account of the flu. Ed's whole family is said to be down with it.

H. Elmer of the Winding Room has been absent the last week due to illness.

A. Smith, of the Winding Room, and his family, spent Thanksgiving up at his cabin in Little Tujunga Canyon. They stayed over the week-end and returned Monday, December 3rd.

Here are a few electricians who are showing signs of Republican prosperity: S. J. Ormston, M. Weller and A. Gerrard. They have lately taken over the "pink" slips of three 1925 Chevrolets.

It comes to those who wait. A brand new 1928 Ford to J. Hayes of the Winding Room.

Joe Schnell, of the Winding Room, went to see a barber last week and, after thirty minutes scalp treatment the barber handed Joe a bill for \$6.75. Joe's spirits revived but not his pocketbook.

Carpenter W. Pattinson booked passage aboard the S. S. Harvard from Los Angeles to San Diego last November 10th. This occasion was featured by a short trip across the border to Tia Juana on Armistice Day. At the Plaza De Toros he saw some genuine bull-fighting as they do it in chivalrous old Spain. This was a great trip for Bill and if the boat would have waited he would have taken another glass or two, maybe three—hic! !

The following Carpenters were reported absent a few days on account of influenza: B. Widner, H. V. Campbell, L. A. Johnson, B. Pecoy, J. C. Petit, C. M. Johnston, J. S. Moore, C. A. Piper, T. Maguire, H. Connors, E. Holt, A. M. Reid, N. Costa, E. H. Caswell, E. Carmody and J. E. Bettendorf.

Robert Adams, Buffer of the Trimming Department, was painfully injured November 17th. Robert was struck down by an auto while crossing the street. Both legs were broken below the knees.

We wish to express our sympathy to J. Bickford, Truckman, upon the death of his wife's mother.

The sudden death of John Graham, Machinist, was a shock to his fellow workmen. John had been ill only a few days before the end came on November 6th.

The death of Frank Castillo, former employe of the Electric Repair Department, was keenly felt by his many friends and co-workers.

The loss of our West Gate Watchman, Ben F. Jenkins, is keenly felt at our Shops and Offices. Ben had just passed his seventy-eighth birthday last August 13th, and was indisputably the oldest watchman at South Park Shops. Andy Horn, of the Truck Shop, replaces Mr. Jenkins at the gate.

W. L. Williams, Assistant Mill Foreman, is also among the sick ones.

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## Mechanical

### H. K. Conacher Division One

David Frame, Repairman, has been transferred to Division Four nights, as Watchman.

After enduring several nights of hair-raising howls, Geo. Mawby and one of his neighbors captured the old tomcat, tied a brick around its neck and struck him in a barrel of water. Coming back a little while later they found that the cat had drunk all the water and was sitting on the brick licking its chops. Talking of bricks, ask George about the gold brick he found and returned to its owner without asking for a reward.

R. Hubbard, who has been off on sick leave, is back on the job again with his famous smile.

D. G. Weber was the last to join the force at this Division. Help him along, boys.

Doc Carlile, who was formerly a captain of the Denver Fire Department, shows the old fire horse spirit and is always one of the first on the job when an alarm is sounded.

Bill Houts, our ever smiling switchman, had the misfortune to fall off a car, injuring one of his arms. We all extend our sympathy to Bill and hope to see him back to work soon.

We understand that Geo. Smith, Inspector, has developed a peculiar fondness for yellow dogs.

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### Division Two

Leo Morriss, our radio expert, says that the best way to get Chicago on your radio set is to move to Chicago.

Jerry Lyons recently transferred to the six o'clock shift and it is rumored that he stayed up all night so as not to be late the first morning.

Fred Parker, Painter, no longer has to hold an umbrella over himself while working during a rainstorm. Doc Robey has put a new roof over the paint shop.

After being teased so long about the mountain lion that he did not kill, Jack Sottile now produces real photos of the game captured on his hunting trips. We might suggest this to H. K. Conacher to prove his claims after each of his trips.

J. H. Twyman, Watchman, is back on the job after a brief illness.

H. T. Brown celebrated Armistice day

by taking a trip to Ventura and Oxnard in his "Reo Fleeing Cloud."

Anyone knowing anything about barrels, see Ed Tuppen.

Bill Christmas is a changed man since November 6th.

G. V. Lendy and family spent a pleasant Sunday at Catalina last month. George said that if they had street cars over there he might consider a change.

R. Minasian, our collegiate car whacker, recommends "Rico" oil to make your hair stay put.

All of us extend our heartfelt sympathy to T. Hartley upon the passing of his father.

If your coffee doesn't taste just right, buy your eggs from H. Tafel and put the shells in your old coffee pot.

L. Catello now has to carry an extra gas tank on his Dodge to care for the gas that he saves since installing a gas saver.

We were all sorry to hear that W. Dorazio, son of A. Dorazio, was painfully injured in an auto accident which completely demolished their machine. We hope for a speedy recovery.

After inquiring about the cost of a water heater, Jim Griffith has blossomed forth as a full fledged plumber.

Wm. Slade is back on the job again after being on the sick list for a few days.

Leland Lee made a hurried trip to El Centro last week to recover his Hudson coach which somebody borrowed last month.

Jack Shelton has traded his old car for a new Ford. This proves that Jack still believes that Henry makes the best.

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### Division Three

H. Earl, Assistant Foreman, is at present preparing either for a golf tournament or a hunting trip, as he was seen in a sporting goods store the other day examining several golf clubs, which we understand are a much needed part of Howard's equipment when out hunting.

The following men were on sick leave during the month of November: E. C. Muse, H. Wescombe, W. Keber, F. Keller, T. Blanchard, W. Alport, D. McAlpine, J. McClelland and J. Simpson.

W. Alport is looking for the party who helped themselves to a brand new spare tire while he was making a call on a lady friend.

Due to the fact that running repairs are sometimes necessary, S. Tucker would like to get in touch with a good Chevrolet mechanic residing in his district as a traveling companion in the mornings.

J. Simpson, after being off for two weeks with a sprained ankle, is now laid up with a bad cold. Jim says that if he was back in Ireland he would know how to take care of it.

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### Division Four

C. Wilson, Watchman, has been transferred from the night shift at this Division to the day shift at Division Three.

Sidney Beard, Clerk, who has been off on sick leave, is improving slowly. A visit from any of the boys will be appreciated.

Paul Booth, who is at present pinch hitting for S. Beard, is not very much in favor of the talking movies as they keep him awake.

We do not want to mention any names in connection with the following, but, one of our rabbit hunters who plays a saxophone was caught trying to steal a chicken the other night. (One of the feathered kind).

S. Van Amberg, Machinist, has been sporting a new pipe around the Division lately. When a man gets rid of his best and oldest pipe, there must be a reason.

Wilbur Welch celebrated Hallowe'en night at the children's playground and judging from the length of his whiskers, we imagine that he must have taken the part of an Airedale.

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### Division Five

H. Dixon, First Groupman, has been laid up for several days due to shaking hands with his Oldsmobile.

The following men were on sick leave during the month of November: C. R. Fulton, R. Nokes, A. Shenton, W. McDonald, A. Bunn, N. Land, W. Hueske, Z. Eastin and H. Clark.

Bill Hueske is all smiles these days due to his luck in picking the winning football teams.

Otto Howard, on the night shift, has resigned to go into business. We all wish him the best of luck.

We wish to express our sympathy to N. Land, whose mother passed away on November 7th.

T. Cosgrove took a trip down to Salton Sea the other day after a few ducks and brought home—ONE RABBIT.

Jim Davis says that he does not mind buying rabbits from Red Fulton, but he hates to get all the tough ones.

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## Vernon Yard

### H. I. Schaubert

The "Battle of Vermont Avenue" still continues with unabated fury, General "Guessie" Gough directing the movements. The nickname "Guessie" was derived from the fact that he has the ability to time work-trains through the heavy traffic on Vermont Avenue, from the shovel south of Manchester to the fill north of Sixth Street, with disgusting ease and accuracy.

Although he spends much of his time at the shovel, Gough is very much concerned as to the welfare of his lieutenants at the fill—in the event of a heavy rainfall. The two "Charlies" there, Ware and McAllister, are similar in first name only. To illustrate: Ware's hip boots are not high enough to keep McAllister's ankles out of the mud. Suggestion: Order boots for Mac and have Ware sit on his shoulders. Two heads are better than one, even if they are both good heads.

Leslie Sparks is busily engaged in the construction of the new incinerator here in the Yard. We expect quite a gathering at the "Yard warming" when Fireman Jack Dempsey smokes it up for the first time.

One day last week, as Mr. Fleetwood, with his finely attuned mechanical ear listed delicately to port, was making his customary semi-daily Rickenbacker inspection, he remarked that possibly one of the valve-tappets might be a little loose. Whereupon one of the boy friends attending the diagnosis broke in—"Nope, (sounds like Charlie Plume) yer wrong Fleet, that's Cal Simmons unloadin' rail."