

# TWO BELLS



## Thanksgiving

WE thank Thee for this place in which we dwell; for the love that unites us; for the peace accorded us this day; for the hope with which we expect the morrow; for the health, the work, the food, and the bright skies that make our lives delightful; for our friends in all parts of the earth, and our friendly helpers.

Give us courage and gaiety and the quiet mind. Spare to us our friends, soften to us our enemies. Bless us, if it may be, in all our innocent endeavors. If it may not, give us the strength to encounter that which is to come, that we be brave in peril, constant in tribulation, temperate in wrath, and in all changes of fortune, and down to the gates of death, loyal and loving one to another.

—Robert Louis Stevenson.





## Armistice Day

*A song for the heroes gone on ahead  
To join the hosts of the marching dead;  
A song for the souls that could lightly fling  
Sweet life away as a little thing,  
For the sake of the mighty need of earth,  
The need of ages coming to birth.*

*All praise for the daring God who gave  
Heroic souls that could dare the grave,  
Praise for the power He laid on youth,  
To challenge disaster and die for truth.  
What greater gift can the high God give  
Than the power to die that the truth may  
live?*

—Edwin Markham.



## A Bonus

“Polite and gentlemanly deportment is required of all trainmen in their dealings with the public and with one another.” This is a quotation from Rule 3 of the Operating Rules.

Long ago some discerning person wrote: “It is a poor rule that will not work both ways.” This inspires the thought that Rule 3, while primarily framed for the guidance of trainmen, may be applied profitably to all of us.

Our President treats all his department heads with courtesy and consideration at all times. Following his example and actuated further by the spirit of Rule 3, department heads similarly show due courtesy and consideration to those with whom they deal directly, and they naturally assume that the example they set will be followed in turn down the rank, each subordinate department exhibiting the same spirit to those responsible directly to him.

This makes for harmony and “team work.” Were any other practice to prevail a tendency toward demoralization would ensue.

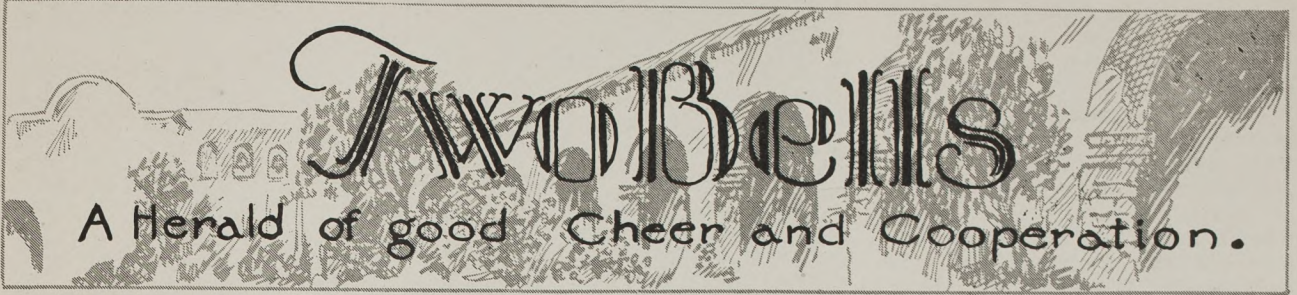
It is a good thing for each of us to look himself over occasionally to determine whether, in the rush of getting things done, he has always tried to be as considerate of those under his authority as those over him have been toward him.

One can be firm without being rough and discourteous. One can discipline a subordinate—even go to the extreme of discharging him—and still maintain an attitude of courtesy that will cause the offender to respect him.

The just man is pretty surely to be found a considerate man. The inconsiderate, discourteous man clothed temporarily with authority is a worse enemy to himself than the enemy he has made by discourteous, unkind or unjust treatment.

Realization that one has tried to apply the Golden Rule in all cases is the greatest “bonus” one can receive—for it is a bonus that one can not lose.





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JANET CONVERSE  
W. T. SHELFORD

Publicity Manager  
Editor

## A Statement From Mr. Kuhrts To The Trainmen

For the first few days after the increased fares were put into effect, there was unavoidable confusion on the part of both the Company employes and the public; however, that has entirely passed. Schedules are not only back to normal, but it is already being demonstrated that the use of the metal tokens is a very important factor in speeding up the loading of passengers.

I am fully cognizant of the difficulties under which you men labored; the handling of transfers, refund checks, the giving of change and the selling of tokens, etc., besides answering the many questions necessarily put to you by passengers.

I want to express my appreciation to you all for the way you measured up to the occasion, for maintaining through trying circumstances our ideals of courtesy and safety and for your loyal efforts to bring the service quickly back to normal.

The public was patient and forbearing and I am happy to say there were very few complaints from patrons. This also shows that each man was intelligently

alert to the responsibilities of his job.

The additional money collected in increased fares, under orders of the Court, will not be available for the Company's use until final decision is made by the United States Supreme Court. Attorneys for the Company confidently expect that the case will be placed on the calendar for an early hearing and that a favorable decision by the Court will permit the Company to proceed with its program of improvement.

We have in mind plans of great interest to the men and upon receiving a favorable decision from the United States Supreme Court, we will be able to put these plans into effect. An announcement will be made to the men at that time.

Sincerely yours,

*President and General Manager.*



## Tribute Paid Hill By Co-Workers

"We do not greet you with blare of trumpet nor beat of drum, but in our humble way we hope this small token will speak more than the words I might coin to convey the sincere fellowship in which you are held by your fellow co-workers who are proud to know that you are their leader and guide."

With these words, uttered by J. H. Sheridan, Superintendent of Employment, Instruction and Safety, R. B. Hill, Assistant Manager of Transportation, received the surprise of his young life when he stepped into his



office on the morning of October 16th to be greeted by the Division Superintendents, together with many co-workers of the Transportation and other departments who had decorated his office with baskets of flowers and who had come to offer congratulations on his appointment as Assistant Manager of Transportation.

"Bob" as he is affectionately known, did his best to maintain composure during the presentation proceedings, but it was a hard matter, particularly with a roomful of spectators and well-wishers. Among the presents were: Thermos jug with glasses and tray, fountain pen and stand, desk blotter, roller blotter, permanent calendar and paper knife. The handsome desk set was finished in hammered bronze.

Jack Sheridan assured him that while the gathering resembled a lot of savages, they were, in reality, a peaceful tribe with peaceful thoughts in mind and with the twofold purpose of testifying by their presence the high regard they hold him in and of proving this assertion in a material way with gifts.

In response Mr. Hill told the gathering that words could not express what his heart wished to convey in reciprocation of the kind wishes. However, we managed to get a photograph after he had recovered from the shock and the famous smile indicates that "all's well."

### It's a Boy!

Have you noticed the broad smile on the face of W. B. Adams lately? Well, Bonner, Junior, eight pounds ten ounces, announced his arrival on the family staff October 31st, last. Mother and son are doing nicely.

### Division Four Maintains Lead

During the month of October the men of Division Four once again "gave her the gun" and brought their witness average up above the eight point with 8.33.

Division Five raised its ante from 6.14 in September to 6.52 in October, again replacing Division Two in third position. The other Divisions dropped their averages below those of September. The following is the relative positions of each Division for the months of September and October:

	Sept.		Oct.
Div. 4	7.52	Div. 4	8.33
Div. 3	7.51	Div. 3	6.78
Div. 2	6.74	Div. 5	6.52
Div. 5	6.14	Div. 2	6.17
Div. 1	6.10	Div. 1	6.03

The total average for all Divisions for October was 6.66 and for September, 6.82.



Standing, left to right: Conductors J. E. Gorham, J. C. Phillips, Ed Molster, Harry Beals and Joseph A. Morris. Seated, C. A. Doughty, M. L. Hersom, J. J. Brannick, John Corsen and T. W. Kingsbury.

These men may not be all of the finest in the service of the Company, but they are some of the finest at least.

The photograph shows ten top men of Division Three; five conductors and five motormen who preside over the fare box or wind the controllers as a daily occupation.

When you add up the grand total of time in service of these ten men, it reaches approximately 271 years and every year has been honestly and efficiently put over in a manner that has, of course, been highly pleasing to our Company. If you don't think so, ask Superintendent George E. Ferguson, he'll tell you.

### Discourtesy Climbs In October

The Complaint and Commendation report for the month of October shows a decided increase in the main classification of demerits—Discourtesy. For that month the complaints totaled 56, against 22 for September, or an increase of 34.

Fare and Transfer Trouble increased 33 complaints—from 33 in September to 66 in October; Short Change increased 4 and Miscellaneous, 17. However, Starting Too Soon decreased 2 and Carrying Passengers Past Stop, 5.

The total number of complaints for October reached the new high level of 179 as against 98 for September, or an increase of 81.

### Commendations Increase

There is a decided improvement in the figures for commendations during October. Last month commendations totaled 74, and September 43—an increase of 31.

### Engineering Activities

Work has been commenced by the Engineering Department on the big fill between 4th and 6th Streets on Vermont Avenue. Spur tracks have been laid on the east and west side of Vermont and just as soon as other public utility companies are through on street work, filling operations will commence. This is a big job requiring approximately 80,000 yards of dirt and will take about six months to complete.

On Vermont at 85th and 87th Streets, the Engineering Department has paved in the intersections over the private right of way and also at Glassell Avenue and Avenue 35 at the southerly intersection.

Work is under way on complete reconstruction of the special work at 7th and San Pedro Streets with standard equipment.

### W. R. Boyd Passes

The death of W. R. Boyd, Information Man, brings to a close a lengthy chapter of faithful service by a man who had devoted his life to serving the public.

Boyd was born on September 20, 1855, and came to the Coast from Illinois in 1891. His service with the Los Angeles Railway dates back to October 26, 1897. He was appointed Information Man October 17, 1921, but poor health forced him to abandon this work on October 26, 1926. Since that time his health failed and he passed away on the 27th of last month, terminating thirty-one consecutive years in the service of the Company.

His passing is keenly felt by his many friends and the comrades of his long years of service.



## Changes Made In Instruction

With the combination of the Employment, Instruction and Safety Departments under the new reorganization plan, several changes have been made in the method of handling the new men and also in administering discipline consistent with the rules that come under the jurisdiction of these departments.

Applicants for train service now report to the Employment Department at 8:30 a. m. on class days, Tuesdays and Fridays, or such days as may be agreed upon by Superintendent Sheridan and Chief Instructor Dan Healy.

Photographs will be taken of applicants and they will immediately report to Chief Instructor Healy for his lecture and instructions. They will, at the same time, receive rule books and transportation cards; then motormen will be assigned to the practice car and the conductors and safety operators to their school. The following day safety operators are taken out on the practice car.

A complete record card is prepared in the Employment Department covering information about each student. This is given to Chief Instructor Healy who enters the progress of the student. When the term is completed this card is presented to the Division Superintendent to whom the student is assigned, who supervises the balance of his apprenticeship.

Chief Instructor Healy keeps the Division Superintendents advised as to the arrival of students so they may be prepared for them. When students in the Instruction Department fail to qualify, the reason is noted on the card, giving in detail the actual cause of failure and the card is then returned to the Employment Department.

In the event a student fails to qualify before being assigned to his respective division, a notice of such failure is issued to all concerned.

The written examination of students and the 90-day examinations are conducted by Chief Instructor Healy or his assistants at the divisions.

The changing of a student motorman to a student conductor, or the transfer of a student from one division to another, is handled by Chief Instructor Healy or a Division Superintendent, and Superintendent Sheridan of the Employment, Instruction and Safety Departments.

Trainmen desiring to become Line Instructors are selected by their Division Superintendent, and Chief Instructor Healy, who forwards their ap-



Sergeant E. E. Feb and Corporal L. C. Price

Two representatives of the Company, Leonard C. Price and Elmer E. Feb, both Conductors of Division One, were among the thousands of buddies of the First Division who participated in the celebration of the Tenth Annual Reunion in Los Angeles, October 18th to 21st inclusive, and old acquaintances were renewed and battles refought in stirring tales of the bloody days of the World War.

Price of Company B, 18th Infantry, had the distinct pleasure of meeting a buddy, Charley McGonegal of the Municipal Bureau of Power and Light, whom he had not seen in years and whom he had rescued in France.

It was on February 8th, 1918, at Seicheprey, when a terrific shell fire descended upon the trench that both of McGonegal's hands were torn off by shrapnel. Price, unhurt, made tourniquets with some heavy cords, checked the bleeding and carried his unconscious buddy back to a dressing station. Quick action on the part of Price saved the life of McGonegal who now wears mechanical hands of steel springs.

Both boys enlisted together in Minot, North Dakota. Two other buddies who enlisted with them were killed in the same battle. During the American advance on Soissons, Price was promoted to the rank of Corporal.

Elmer E. Feb was a Sergeant in Company F, 28th Infantry, First Division, and for meritorious service during the battle of Soissons on July 22nd, 1918, he received the Distinguished Service Cross. On that day, Feb together with twelve others, advanced about 350 yards ahead of

their troops under the steady fire of a German machine gun nest. Eleven of the thirteen were killed outright. Feb and a surviving private crawled about 300 yards, threw hand grenades into the nest and finally blew it up. He returned with four prisoners and eight machine guns.

On the morning of October 5th, 1918, at Argonne, Feb received a machine gun wound in his right leg but advanced with his regiment a day and a half until he was severely wounded in his right arm and shoulder. This necessitated hospital treatment and he was out of the fighting for good.



How's this pose for an ornamental radiator cap? Little one year old Valrie La Verne Klaris graces the hood of her daddy's machine. She is the daughter of Conductor L. Klaris of Division Two.



plication to Superintendent Sheridan for examination. Division Superintendents keep Chief Instructor Healy advised as to what lines students are placed on.

At present, trainmen found violating railroad flagging rules are sent to the Chief Instructor for further examination and instruction at the loss of one day's pay. Hereafter this will be handled by the trainman's Division Superintendent.

Folders for all men entering the service are prepared in the Employment Department and forwarded to their respective divisions. When the application is completed, it is also sent to be filed in its proper folder.

## Meet Our Artist, Literator and Musician

Because his facial hirsute adornment has, on several occasions, caused mistaken identity and the embarrassment of being taken for a foreign diplomat, professor, doctor, judge or movie celebrity, it seems only fair that George E. Campbell, Chief Draftsman of the Engineering Department should have an even break and be allowed to let the large railway family know that he is really a harmless individual. For this reason we stepped in on him at his home the other day and photographed him as he was engaged in the peaceful pursuit of art, one of the three talents with which George is endowed, the others being music and literature.

After some urging, we finally persuaded George to tell us something about himself, conscious that we had broken in on his peaceful avocation and wishing to make amends.

He tells us he was born in Philadelphia, Pennsylvania, on November 6, 1874. This year his birthday was ushered in with a nation-wide celebration in the way of the general election, although George claims he has not been mistaken for either party's Presidential candidate.

Walking is one of his favorite sports, if that can be classed as a sport, and ever since he was old enough to stand he has felt the urge to wander. At the age of eighteen he found himself in England and says he has walked every inch of the British Isles—mostly of necessity. Unbeknown to Scotland Yard, he finally reached the shores of the U. S. A.

He received his early education in grammar schools in Philadelphia and later took a course in engineering in the Drexel Institute which is now a part of the University of Philadelphia. Graduating from this institution he



Well, well, the World Series for 1928 has passed into history.

This group of spectators, listening with fluctuating enthusiasm, was taken at South Park Shops during one of the lunch periods.

The grins and grimaces on the faces of the fellows looking toward the camera are in reality hysterical expressions of fans for the St. Louis team who could not bear to look at the scoreboard, particularly when the Yankees

started their merry-go-round on the bases in four straight victories over the St. Louis Cardinals.

J. E. "Tex" Bourland was on deck as the Coast representative for the series, to get the information play by play from a radio alongside the scoreboard and he chalked up developments as they came in over the air. As the new radio spoke louder than Tex, it was necessary for him to voice his opinions after the games.

was employed with engineering firms in both Philadelphia and Brooklyn.

The wanderlust again brought the urge to travel and this time it was to California and Los Angeles. On July 6, 1906, he started with the Company



as draftsman in the Engineering Department, and about a year later was made Chief Draftsman, which position he still holds.

We can testify to his works of art, several of which have been on exhibition in prominent studios in South Pasadena and Glendale, and we are also familiar with his literary endeavors as he writes verse. He is also active as a lay reader in St. James Episcopal Church in South Pasadena. As to his musical abilities, he claims he can operate a harmonica, but we did not give him the opportunity to demonstrate.

## War Vets, Attention!

Through a recent enactment, reinstatement and conversion of War Risk Insurance has been reopened.

Ex-service men who found it impractical last year to renew lapsed insurance before the closing date, July 2, 1927, now have the opportunity to secure government coverage again extended to them.

Application for Adjusted Compensation which closed December 31, 1927, has also been reauthorized. The federal bonus in the form of free insurance, graduated in amount according to length of military service is again available to ex-service men if applied for before January 1, 1930.

## Willcuts Passes

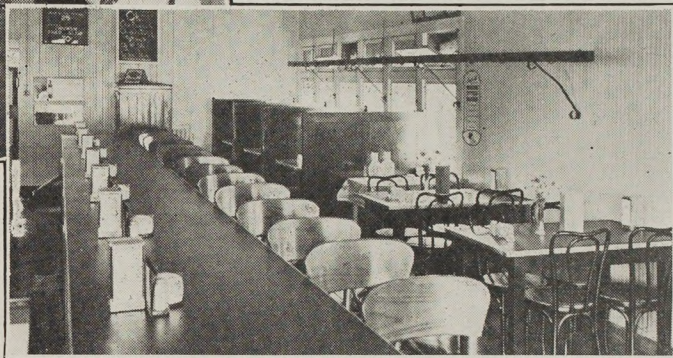
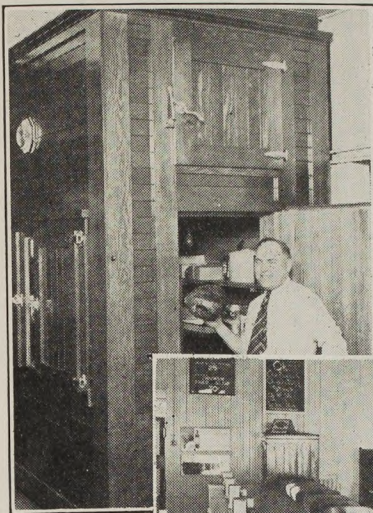
Many friends and co-workers mourn the passing of Clark Willcuts, Flagman, who was called to the Great Beyond on October 23rd, last.

Willcuts started with the Company as a conductor on August 4th, 1900, when Division One was the only division on the system. He transferred to Division Two as a conductor when that division opened in February, 1904.

Up until October, 1922, Willcuts served faithfully on the rear platform. On October 16th of that year he was appointed Flagman, which position he held until his death. He had been failing rapidly in health since last July.



## Culinary Conservatory ~ Car Barn Cafe



Ham an'—what's yours?

We don't believe the Company Restaurant at Division Three needs any introduction and it is not our intention to make any, but it might be well to let you in on some of the new equipment that has been installed to make the ham taste hammier and the eggs taste like more.

In the top picture we have Harry T. Tuttle, Manager, bringing out a ham from the new cabinet refrigerator, which is otherwise known as McCray's Butcher Box. It does not advertise the fact that it is several degrees cooler inside, but the moment you step in the box 1500 pounds of ice in the upper section remind you of the fact. Although the temperature ranges between 100° and 120° on the outside, it is only 42° to 48° above freezing inside.

The interior of the box is conveniently arranged with shelves to accommodate every kind of commodity that requires a cool temperature. The outside dimensions are: width 5 feet, length 7 and height 9 feet. It is constructed to accommodate electric refrigeration.

The lower picture gives a familiar scene where the eatables are consumed and shows the new "lino fabric" covering that makes a very neat appearance on the table. If you get splinters in the sausages you cannot now blame it on the wood top of the table, they may come from the kennels.

The tables and booths have been installed for trainmen and their families and the booths permit privacy if it is desired.

Although it does not show in the photographs, Manager Tuttle has had an electric ice cream refrigerator installed which keeps the ice cream frozen hard at all times between zero and four degrees below that point.

There is no charge for the price of admission nor any increase in the

prices on the menu and you are invited to come to Avenue 28 and Idell, hang up your hat and enjoy the hospitality and good eats of Manager Tuttle and his corps of able assistants who have made the Car Barn Cafe famous.

### Foreman Harvey Called Beyond

Within less than two months time of the death of his wife, Robert Harvey, Foreman of the Air Brake Department, passed away on October 7th after an attack of pneumonia which developed from a cold he had contracted while on his vacation to recuperate from his tragic loss.

Harvey, who was born in Swansea, South Wales, started with the Company on January 6, 1912, as repairman, pipefitter and carpenter at Division Two. He secured a leave of absence and worked in Arizona from March 1913 to August of the same year, when he returned to the employ of the Company as a machinist in the Machine Shop. He was made Foreman of the Air Brake Department in January, 1921.

During his length of service he made numerous friends and acquaintances and his passing has left a gap in the ranks and a feeling of sadness in the hearts of all who knew him. He is survived by a grown son and daughter.

## Additional Cars To Reduce Headways

The Schedule Department is at present actively engaged in building schedules for practically every line on the system and these schedules will incorporate the additional cars added since October 21st.

The primary intent of these schedules is to render better service on lines where heavy travel exists and to this end schedules on lines on West Seventh Street are to reduce the basic headway from six to five minutes.

Up to the present time seventy-six cars have been allocated over the system, scheduled and extra cars, as follows: Lines "2 and 3" 3 cars, "B" 2, "C" 2, "D" 2, "E" 2, "F" 3, "H" 9, "J" 3, "L" 2, "M" 11, "N" 2, "O" 1, "P" 3, "R" 10, "S" 11, "U" 8 and "W" 2, bringing the total number of cars in service up to 890.

### Coach Attracts Attention At Cleveland

Considerable attention was attracted by a Yellow Coach displayed during the A. E. R. A. Convention in Cleveland last month. This coach, a 29-passenger, single deck, equipped with treadle doors, was painted yellow and stenciled "Los Angeles Railway," similar to those in use by this Company.

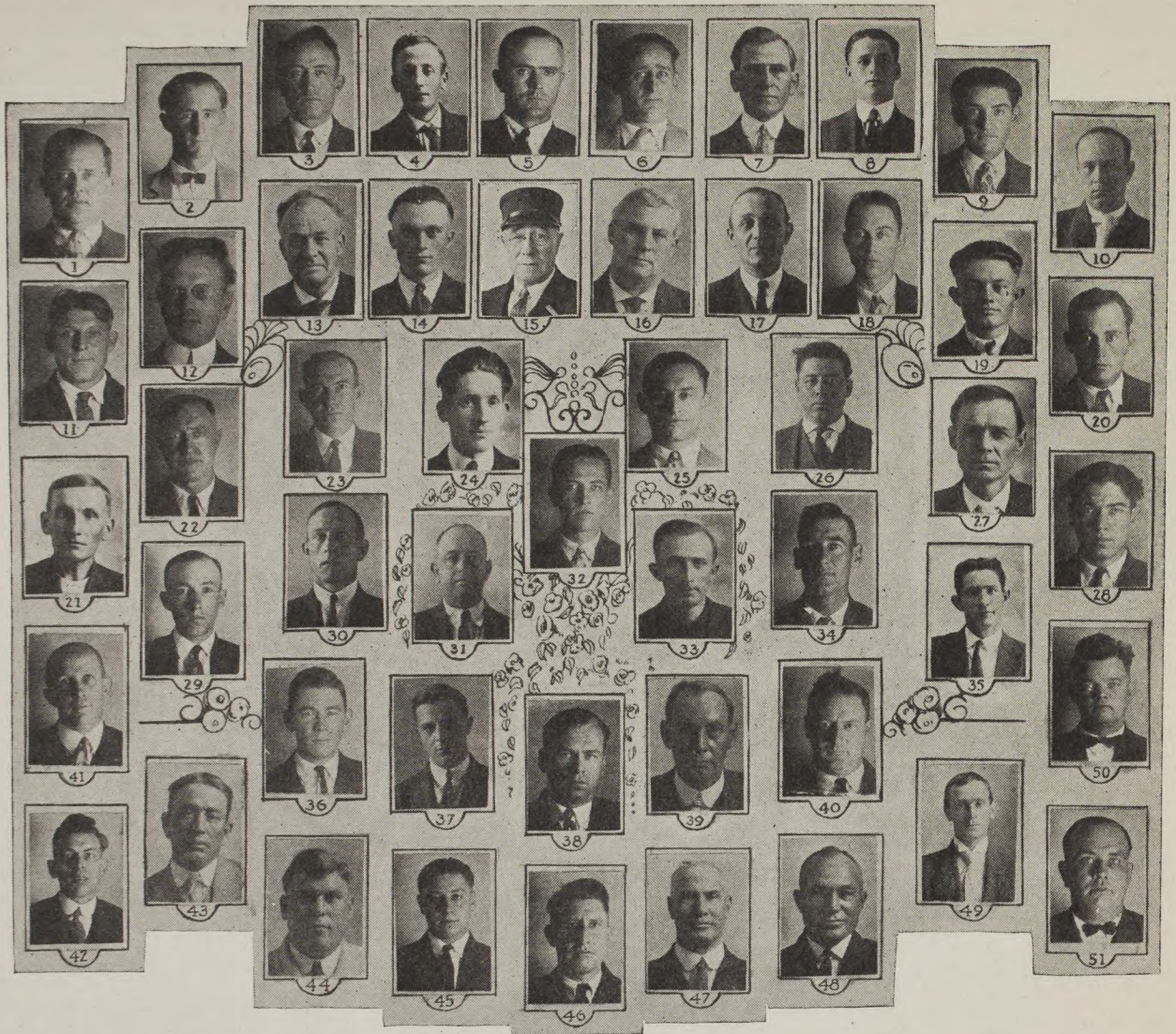
### Square and Compass Doings

At the last stated meeting of the Square and Compass Club, held on October 27th, the members were privileged to listen to Judge William C. Doran who gave an impromptu talk of his experiences in law enforcement work. Judge Doran proved that when off duty he can be just "one of the boys," as he expressed it.

On October 18th, the Degree Team of the Club had the honor of conferring the Master Mason Degree on F. W. Seega, Switchman at Division Four, in Henry S. Orme Lodge. The 458 Club saw to it that nothing was lacking in entertainment for members of the Square and Compass Club.

At Palestine Lodge on October 22nd, the Degree Team conferred the Master Mason Degree on W. D. Taylor of South Park Shops, and on October 30th, Duke C. Cochran, Substation Operator received the Master Mason Degree in Glassell Park Lodge; the Degree Team doing the honors. Good attendance of Club members was noticeable on all occasions.





# BIOGRAPHICALS

For (1) Motorman F. L. Culverson of Division Four from H. T. Elmore for accommodating a woman who was hurrying to catch his car. Also for his quick action in averting a collision with a speeding automobile that cut in front of him.

For (2) Conductor W. O. Smith of Division Four from Edna M. Burney for the unusually courteous and gentlemanly way in which he handled a difficult situation with a very unreasonable passenger.

For (3) Motorman W. A. Bray of Division Four from Doctors Charles E. Stoltz and Charles E. Futch for his quick action in stopping his car to avert a very serious accident with an automobile. These gentlemen state: "This

close accident in our opinion was in no way the fault of the motorman, and we wish to bring attention to the quickness of head and hand which averted the probability."

For (4) Conductor H. F. Hames of Division Four from Mrs. H. T. Dalton for his courtesy and thoughtfulness to patrons of the Pico Line. "He never misses an opportunity to assist patrons in getting off or on the car, and his pleasant smile is an inspiration to all of us," writes Mrs. Dalton.

For (5) Conductor G. E. Hawley of Division Two from Mrs. Lillian Perdu for his consideration for the aged, crippled and ignorant and for giving such information and help that he can.

For (6) Conductors R. Stewart and (7) R. M. Garner of Division Four from Mrs. Kelling for their courteous treatment. Mrs. Kelling is an elderly woman and appreciated Conductor Garner proferring her his stool and Conductor Stewart's kindness in helping her off the car.

For (8) Conductor A. S. Mason of Division Two from Pauline Osbourne for his kindness and honesty in returning her purse and money which she had lost.

For (9) Conductor A. P. Broyles (10) Motorman A. T. Nunn (11) Conductor F. E. Godwin all of Division Two, (12) Conductor G. C. Parson (13) Motorman A. J. Eaton of Division Three and (14) Conductor F. U. England of Division Four from Mrs. Catherine



Van Vleet. Mrs. Van Vleet commends these trainmen very highly for their pleasant, cheerful and helpful manners to all their passengers.

For (15) Conductor A. A. Goldsmith of Division Four from Vasil R. Kozloff for kindly treatment of every passenger, and his helpful manner toward elderly people.

For (16) Motorman C. W. McKellip and (17) Conductor F. J. Canning of Division One from William D. Dewey. Mr. Dewey commends Motorman McKellip for his courteous, safe operation and clear calling of streets and Conductor Canning for his courteous, good natured manner. Conductor Canning also is commended by Mrs. Edith E. B. MacLachlan for his precise manner in directing passengers and in assisting them on and off his car.

For (18) Conductor R. C. Fortune of Division One from Ida E. Hutton, for his courtesy in directing her daughter who had become lost at a late hour how to reach her destination and for his kindly assistance to her.

For (19) Conductor M. B. Stewart of Division One from Ursula Wessel for his efficient, courteous and cheerful service.

For (20) Conductor G. W. Rawley of Division One from Mrs. C. Jerome for the kind service rendered her.

For (21) Conductor R. W. Stevens of Division One from Charles F. Reiche for his kindness to a Mexican laborer who had a severely injured foot and was on crutches. All seats were full but Conductor Stevens saw to it that the man had his stool to sit on.

For (22) Conductor P. Kelley of Division One from Miss R. Glazer for his interest and courtesy shown an elderly couple who had boarded his car and in explaining to them just how to get to the address they wished.

For (23) Conductor I. L. Loverin of Division Three from Mrs. Jessie E. Little for courtesy and kindness to elderly people. "He is a gentleman and a thoughtful man," concludes Mrs. Little.

For (24) Conductor L. L. Sweet of Division Three from C. G. Yates for recovering an elderly woman's fare that had rolled off the car.

For (25) Motorman H. C. Jones of Division Three from Mrs. E. C. Benedict for waiting a few seconds to allow her to catch his car.

For (26) Conductor J. B. Regalado of Division Three from Irene Kay for his courteous and manly manner.

For (27) Conductor W. O. Butt of Division Three from J. M. Davis for extreme alertness in averting an accident by catching hold of an elderly

woman who was about to fall from the step.

For (28) Conductor J. B. Wintermute of Division Three from J. L. Leavitt for courtesy in loaning him his fare when he found he had forgotten his money.

For (29) Conductor W. A. Walsh of Division Three from Ingall W. Bull for paying his fare when he found he was without money. "Men who show the courtesy and consideration to the public exhibited by Conductor Walsh to me, are a valuable asset to any organization," writes Mr. Bull.

For (30) Conductor O. E. Spitler of Division Five from Mrs. Edith J. Raiff for his never-failing assistance to help her on the car and place his stool for her. Mrs. Raiff is an elderly woman and is highly appreciative of the service shown her by Conductor Spitler.

For (31) Conductor William Jennings of Division Three from G. G. Johnson. Mr. Johnson had not seen Conductor Jennings for some time and wondered what had become of him. He says that Conductor Jennings has thousands of friends on the West Adams Line who are interested in his welfare.

For (32) Conductor F. J. Donnelly of Division Two from Mrs. G. F. Horton for the favorable impression he makes with all patrons of his line and for the pleasure and comfort he adds to each trip.

For (33) Motorman I. D. Mann of Division Three from C. E. Locke for making a quick stop and avoiding a collision with an automobile that cut in from the left side.

For (34) Conductor J. L. Hall of Division Three from Samuel Gaines for his attention and courtesy to all patrons without an exception.

For (35) Motorman S. I. Spikes of Division Three from Mrs. I. May Throg for extremely kind treatment.

For (36) Conductor M. C. Latham of Division Three from Mrs. Kathleen M. Wright for courtesy in directing her to her destination.

For (37) Conductor F. S. Dill of Division Five from Wiley J. Phillips for his delightful courtesy and assistance given an elderly woman.

For (38) Conductors A. B. Peterson and (39) C. E. Dunlop of Division Three from Lucy Connolly for their courtesy to all passengers and especially for their assistance to crippled people.

For (40) Motorman R. Walton of Division Five from Mrs. E. Metcalfe. Mrs. Metcalfe had dropped her purse and did not know of the loss. Motorman Walton saw that she had dropped it, stopped the car and returned it to her.

For (41) Conductors W. A. Swanston and (42) J. O. Bauer of Division Five from Mrs. M. Cutbirth for their disposition to oblige and their courtesy at all times.

For (43) Conductor T. H. Speed of Division Four from Mrs. A. Brain for proffering her his stool and in directing her to her destination.

For (44) Motorman G. W. Halsey of Division Five from Mrs. Meier for his courteous treatment of all passengers.

For (45) Conductor H. Keene of Division Five from Bessie E. Peak for his courtesy and pleasantness to all in answering all questions freely and fully.

For (46) Conductor W. R. Nichols of Division Five from Mrs. C. A. Grijalva, who states that Conductor Nichols looks after the comfort of his passengers at all times.

Conductor Nichols is also commended by Roy Graves who says that he is especially polite and kindly to all his passengers and feels that he is entitled to some particular praise.

For (47) Conductor T. E. Shanafelt of Division Three from Mrs. Maynard R. Shaeffer for his courtesy in loaning her car fare when she found she had forgotten her purse.

For (48) Motorman C. M. Detrick of Division Five from George C. Wright for the efficient manner in which Motorman Detrick avoided striking an automobile driven by a man evidently under the influence of liquor.

For (49) Conductor J. Robinson and (50) Motorman L. Lewis of Division Five from a lady who wished her name withheld. This crew held up their car while the contents of the lady's handbag were picked up which had fallen just as she was going to take the car and their courtesy in this respect is deeply appreciated.

The outstanding bouquet for the month rightfully belongs to (51) Motorman F. O. Hebert of Division Three who received a commendation from Mr. William Slade.

At Monte Vista between Avenues 50 and 51, Motorman Hebert observed an automobile coasting down the street apparently out of control. He quickly stopped his car and jumped on the running board of the automobile and pulled on the brakes. There were a number of small children riding in the automobile who were badly frightened. Mr. Slade, an eyewitness to the incident, states that Motorman Hebert's quick thinking and action is highly commendable.



## Clothes and The Man

The Uniform Department is now open for business in its new location at Room 722 of the Main Office Building, and according to J. I. Finn, who has charge, it is the desire of the entire personnel to give the best service possible and to send away satisfied customers.

It is also the desire of the management that trainmen maintain a neat appearance at all times as this has a decided effect on the traveling public and in this connection it might be interesting to some to hear what others think about this matter.

Sometime ago the American Electric Railway Association magazine, the "AERA," published an article by Lambert St. Clair, Director of Advertising, under the title, "Clothes Don't Make the Man But They Make Impressions." In this article St. Clair points out the encouraging way employes of transportation companies are sprucing up. While his article deals with changes in uniform adopted by several transportation companies in the United States, there is one paragraph on neatness that we are quoting:

"The human element enters strongly into neatness of dress. Several managements with whom we have talked have declared it impossible to induce their older employes to dress neatly. This seems a most unusual statement and unfair to the older employes. There is no reason why a man who has been in the service of the company for many years should not be just as proud of his appearance as one who has recently entered the service. In fact, it would seem that a man who takes pride in his work and his long association with a company would grow neater as the years go by. Yet one manager, whose judgment we do not question, recently said that the reason his men were shabby in appearance was because they had been in the employ of the company for a long time and he could not change the habits of years.

"A good place to start a clean-up and dress-up campaign among all of us is at home. Most of us dress just about as neatly or slovenly as our women folks will permit. There is no wife or daughter who wants to see her husband or father down in the scale of neat dressers on any property. Likewise, there are mighty few fathers who can long withstand a dress-up and clean-up campaign from the female contingent of the household." The company most assuredly wants to be proud of its men and wants the men to be proud of themselves. Keeping your uniform neatly pressed and



Although this photograph of the group of men who put the finishing touches to the interior of the new Inglewood Substation was taken some time ago, we were unable to publish it on account of lack of space. Standing, left to right: F. E. Gaston, Thomas Coates, Nelse Lane, Foreman of Wiremen; J. Birrell, James Huber, Edward Gregory, William Lane, Foreman of Riggers; William Boyd and Harley France. Front row: Leonard Brown, Carpenter; Alfred Goetz, Painter; Clarence Tupper, O. R. Payne, Superintendent of Electrical Construction; Frank Maloney, Fred Warrington, Foreman of Automatic Substations; Otto Steffens and Carl Ingraham.

free from grease and dirt, your shoes shined and your face shaved will mean much towards putting you in the class of the best dressers and towards placing you on a higher scale with all with whom you come in contact.

### The Opposition



### Glad to Return

Lester J. Ryan, Auditor of the Huntington Land Companies, has just returned from a vacation in Kansas City where he went to visit his parents. He reports a nice trip and wonderful weather, but was glad to get back to Los Angeles.

### Lost and Found

The Lost and Found Department is now located in Room 721 of the Main Office Building.

Trainmen are requested to remember this when directing patrons who may have lost articles on the car.

### Our Friend

Mr. A. F. Borden of the Redondo Floral Company has on every occasion shown himself to be not only a friend of the company but of the boys who operate the cars. He always has a pleasant word for the crews and has even been known to give his name as a witness when asked.

On October 18th, Mr. Borden boarded Conductor Habich's car and said: "I am going to be the first man to pay a seven cent fare," and with that, he deposited a nickel and two pennies.

May we meet more like him. Any man who gets sarcastic with Mr. Borden is apt to find he has picked up a hot coal if any of his many friends among the platform boys find it out.







# Larry Laffits



The chairman of the gas company was making a popular address.

"Think of the good the gas company has done," he cried. "If I were permitted a pun, I would say in the words of the immortal poet, 'Honor the light brigade'."

At this point a consumer jumped up with the shout: "Oh, what a charge they made!"

Bolten—How'd you lose your job?"

Nut—Went fishing one day and 3,564 Fords went out of the factory without any steering knuckles.

"About nine patients out of ten don't live through this operation. Is there anything I can do for you before we begin?"

Dusky Patient—"Yessah. Kindly hand me mah hat."

The judge had just sentenced the negro prisoner to a long term and the guards were taking him out the door when the judge shouted, "Bring back that prisoner. Don't you know better than to use such language to me and in the court room? I have a good mind to add five years to your sentence."

"Honest, jedge," said the prisoner, "Ah didn't say nothin' against you. Ah was just thinkin' that if ah couldn't get justice on this earth ah would get it in heaven, and ah was sayin' to myself, 'God am de jedge, God am de jedge,' jest like that!"

What's one little birthday?

Don't mind 'em,  
Don't regret 'em.  
Just have 'em  
And forget 'em.

The chief engineer was an old seafaring Scot. He accepted a drink of Spey Royal from the foreman, but clipped a clothes pin on his nose while drinking it.

"Look here, Sandy," objected the foreman, "My whiskey doesn't smell as bad as all that."

"Whist, mon, no. It smells gude as all thot."

"Then why the clothes pin?"

"Mon, if I should smell it whilst drinkin' it, 'twould make my mouth water, an' I donna want to dilute my drinks wi' onythin'."

Boss: "So your boy was in the army Mose?"

Mose: "Yassah, he was on picket duty."

Boss: "Picket duty—what's that?"

Mose: "Well, sah, he wuked in de kunnel's kitchen, an' 'ebry time de kunnel wanted a chicken, mah boy had to pick it."

Bo—Say, what is limburger cheese composed of?

Joe—Limburger cheese ain't composed of nothin'. It's decomposed.



The prisoner was asked why he beat the victim.

"Well, judge, he called me a rhinoceros."

"Umph! Rhinoceros, eh? When did this happen?"

"Jess about three years ago, judge."

"Three years ago! Why did you wait until today to get even then?"

"Well, judge, de facts am dat I never seed no rhinoceros until dis mawnin'."

If you are only a little pebble in her life, try being a little boulder.

Attorney: "Do you swear to tell the truth, the whole truth and nothing but the truth?"

Prisoner (on the stand): "Say! I'm appearing for the defense!"

Street Car Passenger (angrily): "See here, do you think my feet were made for some idiot to stand on?"

Strap Hanger (coolly): "Yes, that is what I supposed."

A Southern colored woman calls her little boy "Prescription."

"What an odd name," someone said to her. "Why do you call him that?"

"Ah calls him dat, becaus Ah has such hahd work getting him filled."

First Salesman: "That young bride worships her husband, doesn't she?"

Second Salesman: "Well, she places burnt offerings before him three times a day."

A certain Chicago advertising man is noted for his thriftiness. Strangely, he is of Scotch descent. Imagine our amazement, at a recent select, little dinner, to hear him call for the check. He blushed as he looked at it, but paid it like a man.

The next day's papers carried this headline:

## "SCOTCHMAN MURDERS VENTRILOQUIST"

George Cohan, the greatest electric sign advertiser in the theatrical world, in discussing advertising, recently said:

"When a duck lays an egg she just waddles off as if nothing had happened. When a hen lays an egg there is a whale of a noise; hence the demand for hens' eggs. Moral: It pays to advertise."

"Say, Sandy, why did you have only one of your twins photographed?"

"They looked so much alike, it was nae use to spend the money getting pictures of both."

Guide (to touring party of the Ford plant): Do you know what would happen if that man on the right side ever missed a day at work?

Interested Onlooker: No, what would happen?

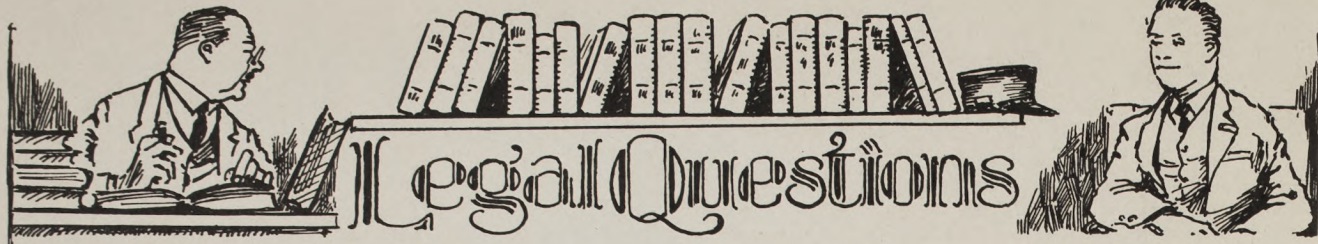
Guide: Two thousand and sixty-one Fords would go out of the factory without springs.

Interested Onlooker: Say, mister, that fella's been sick a lot, ain't he?

A village parson's daughter eloped in her father's clothes.

And the next day the village Blatter came out with an account of the elopement, headed: "Flees in father's pants."





Q. What is the distinction between absolute and qualified ownership of property?

T. F.

A. The ownership of property is absolute when a single person has the absolute dominion over it, and may use it or dispose of it according to his pleasure, subject only to general laws. The ownership of property is qualified when it is shared with one or more persons; when the time of enjoyment is deferred or limited; when the use is restricted.

Q. Can a will be cancelled by any other person than the testator?

R. R.

A. When a will is cancelled or destroyed by any other person than the testator, the direction of the testator, and the fact of such injury or destruction, must be proved by two witnesses.

Q. If my wife in her divorce complaint alleges there is no community property and knows there is, can she afterwards claim interest in community property?

W. H. Y.

A. No, she is estopped.

Q. What do you mean by publishing a will?

F. C.

A. Publishing a will is declaring of the will by the testator in the presence of witnesses to be his last will and testament.

Q. What right to property does a grant deed convey?

R. A. N.

A. A grant deed conveys title to the property subject to the performance of another act and usually given to secure a debt evidenced by a note or notes; however, the execution and delivery of the

deed of trust, unless specifically agreed to the contrary in due and legal form, does not carry with it the present right of possession; that right remains in the trustors or their successors until such time as the trustee shall have sold property and conveyed the same in the form and manner provided in the instrument.

Q. I am about to start a suit in court and there are some facts known to another person that I would like to know. Is there any way that I may force this man to give these facts?

R. N.

A. I would advise you to have your attorney take a deposition of the person knowing the facts after suit is filed.

Q. Is a power of attorney executed by a minor valid?

C. C.

A. No.



## Births

A fine baby boy arrived at the home of Conductor H. Van Doorne of Division One on October 8th. Mother and baby doing fine and Van is always smiling.

A seven pound baby girl arrived at the home of Conductor Dave MacTaggart of Division Two on October 4th. Mother and daughter are both getting along fine. Mac is some proud papa. Here's wishing them many more as the cigars Mac hands out are of the best, and the oftener they come the better we like it.

Another girl added to the large family of Division Two. Motorman J. R. Fisher rushed in on the morning of the 22nd and told the boys a nine pound baby girl had just arrived. All concerned are doing fine. Thanks for the smokes J. R.

Motorman H. L. Edwards of Division Three announces the arrival of a nine-pound boy at his home on October 4th. Mr. Edwards says he now has three queens and a king and that all are doing fine.

E. C. Muse, Foreman Division Three Mechanical, announces the arrival of a seven and three-quarter pound daughter on October 13th. Mother and daughter doing fine. Congratulations, Ed.

W. Wickwar, Groupman of the Mechanical Department, announces the arrival of a seven-pound, fourteen-

## APPRECIATION

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

Richard Harvey and sister.

ounce son on October 7th. Mother and son doing well. Congratulations, Bill.

Motorman L. O. Potéet of Division Four, has been walking around as if on air and we don't blame him. A five and a half pound girl is the cause of it all. She was born September 13th. Mother and daughter doing fine.

F. H. Rhodes of Division Four, when not doing anything else operates a Birney, also makes the announcement that he is the proud father of a seven and half pound boy and that everything is just fine.

Motorman Harry J. Mounger of Division Five will now sing "Go to sleep my baby." Harry's wife presented him with a seven and one-half pound baby boy on Wednesday, October 17th. Mother and baby are doing fine and daddy can't stop smiling.

## For Sale

Conductor's Equipment Boxes, \$2.00. These are made of durable material and just the thing for tokens, coupons, etc. Conductor J. D. O'Connell, Division Two.

Sanitary Couch, good condition, \$5.00. J. M. Spearing, Carpenter Foreman, Shops, or phone HUMBOLT 3784-M.



## Weddings

From Division One comes the following:

With the return of Motorman J. N. Smith from a tour of California, comes the news that he is now a married man. The date of the event and the name of the bride has not been learned but it is understood that she was with him on his trip. His looks indicate that he is happy and is being well fed.

Wedding bells rang for Conductor F. L. Ward of Division One on September 28th. Particulars concerning this event are not at hand, but the fact that he is married is sufficient.

Here's one from Division Five:

Thursday, October 25th, pay day, was the biggest day in Conductor M. L. Parker's young life. He joined the army—the army of married men and says that he just knows that he's going to like it. Congratulations Parker, old boy.

Can't tell whether Johnny Craig of Vernon Yard took two weeks off to get married, or one day to get married and two weeks to get over it. Anyway he is married now.

## For Rent

Five-Room House, Unfurnished, \$40.00, 4439 Mettler Street, or see John Glynn, Truckman, Shops.





## Division One

H. N. COLE

There is such a striking resemblance between Motorman-Line Instructor E. R. Rath and Motorman C. N. McMullin that many amusing as well as embarrassing situations have arisen. They are appealing for some suggestion that might lead to a solution of the problem. A dainty little mustache for one or the other has been mentioned, but for obvious reasons this means of identification seems out of the question, so they are still broadcasting for help.

There is no high-hatting being done by Motorman-Line Instructor L. G. Nether-sole because he has a new Chandler automobile. He speaks to us just the same. Some people are that way.

About two weeks ago Motorman H. D. Ortega had the misfortune to have his automobile badly damaged by a big truck which ran into him. Ortega evidently was not to blame as he extracted sufficient money from the driver to pay cost of repairs.

Division One is well represented in a prominent aviation school. Those who have enlisted are, Motorman R. J. Schauenberg, G. D. Riley, L. L. Nelson and Conductor C. C. Townsend. Townsend says he is now able to take off gracefully and land the same way, but it is more difficult to park in a twelve foot space than is his machine.

Changers are not at all necessary according to Conductor J. G. Newell, but on the first day of the new order of things some of his pockets could not stand the pressure, so he was forced to call on Eddie Sweets, who is always ready for any emergency. Eddie, armed with a needle and some heavy cord, soon had the weak places made strong and everything was lovely.

The absence of Motorman Nate Robinson around the Division has been so noticeable that many inquiries have been made as to his whereabouts. It is understood that he is flagging at the present time.

Motorman B. B. Parvin has returned to his duties after an illness of several weeks.

It is reported that the condition of Motorman Jack Daly who has been sick for a few months, is steadily improving.

Conductor H. N. Johnson has connected himself with the Los Angeles Fire Department and is stationed at San Pedro.

Conductor J. T. Shelton has returned from North Carolina where cotton and tobacco grow, and where the mountains are productive of something stronger.

Conductor L. C. Davidson is on a thirty day leave of absence which he is spending in Arizona.

Motorman T. N. Short, now flagging, has taken a forty day leave of absence on account of his health.



## Division Two

H. F. Nelson

Wishing to be up to the minute, Carl Gutknecht, Conductor and Loader, turned his old car in on a new spiffy Chevrolet Sedan.

Conductor F. R. Howard had his leave of absence extended until December 1st, to complete the improvements on his acre on Burbank Boulevard, at Tarzana. He has a fine lot of Rhode Island Reds that will be ready for market next month. The hard work he has been doing is adding nothing to his weight but he feels his health has been improved. If any of the boys are motoring out that way, Frank and his jolly wife would be glad to have them stop in and see what they have accomplished. The number is 18304 Burbank Boulevard, two blocks north of Ventura Boulevard and two blocks east of Reseda Avenue.

A thirty day leave has been granted to Conductor E. V. Athenous. He is spending it in Brighton, Illinois, visiting relatives and friends.

Preferring milk checks to tokens Conductor C. A. Moore resigned to take up employment with the Standard Dairy. Here's wishing him the best of luck in his new venture. That still leaves us with two of the Moore brothers, C. E. and M. M.

On account of his mother's health, Motorman Clif Butler obtained a thirty day leave to be with her. We hope she will improve and enable him to return to work when his time is up.

Conductor L. W. White resigned on account of poor health. He is going to obtain some kind of employment that will agree with him. He was given three months time in which to come back home to Division Two.

Motorman C. G. Wehrung resigned and hopes to find some outdoor work.

Another old timer on the "S" Line has gone. Motorman A. Shanbeck resigned and is returning East. At the first snow he will wish he was back in good old L. A.

Conductor W. C. Nation has been carrying one arm in a sling for several weeks. He was cranking his car and the "darned thing" kicked. It will be some time before he is able to return to work.

Motorman H. T. Hansen, on leave for the past month, mailed in his resignation. He intends to remain in San Francisco and take a special course in secretarial work. He also sent an announcement of the arrival of a bouncing baby boy.

Motorman D. Cuthbert is laid up at home with lumbago.

The distinguished looking gentleman you've seen walking around with a cane is none other than Conductor F. T. Ginger. He was doing some work on his auto at home, and in some way broke a small bone in his foot. He hopes to be back to work soon.

Conductor F. W. Baker has been on sick list since the middle of September. He had his uppers pulled and as soon as

he is able to eat a healthy meal he will be back to work.

Conductor C. L. Walinder is also on sick list and spending his time at home.

Motorman C. E. Kelley returned to the Instruction Department on the 25th of last month, to take up his former duties.



## Division Three

L. VOLNER

The many friends of Motorman William Carter are glad to learn he is improving at his home in North Hollywood.

After a delightful two months vacation, spent in the High Sierras, Motorman L. F. Martin has returned to duty.

A resignation was received from Motorman M. L. Bybee, who has decided to stay in his old home in Southwest Missouri.

Motorman R. Fulton has resigned to drive a truck.

The standard time clock in the assembly room had stopped. Some one placed a "Bad Order" sign on it to keep the trainmen from getting the wrong time, but after the inspector from Flaherty's had re-wound the clock everything was running smooth again.

Motorman W. C. Parks is visiting relatives in Phoenix, Arizona.

Conductor V. R. Fenton writes from Phoenix, Arizona, that his wife is improving in health and that they expect to return in the near future.

After a flying trip to Omaha, Nebraska, to visit relatives, Motorman C. R. Wise says he is glad to again be back on the job.

Conductor S. R. Leckey, Jr., entertained relatives from the East for a few days during the first of the month.

Motorman C. H. Blackburn is on a sixty day leave, visiting at Bakersfield.

Much credit is due Senors J. A. Jarelano, Bonifacio Montanez and V. Salazar for the neat and clean condition of our front yard. All the holes have been filled, the high places leveled off, and now we have quite an attractive approach to our vine covered office building. Parking is prohibited directly in front of the building, which also improves the looks of the yard. The switchmen's office, out in the middle of the yard, has been repainted.

It is said that Motorman E. J. Bloodworth has a great habit of teasing his wife. While out driving in the country with her they met a farmer driving a span of mules. Just as they were about to pass the farmer's rig the mules turned their heads toward the auto and brayed vociferously. Turning to his wife E. J. cuttingly remarked: "Relatives of yours I suppose." "Yes," answered his wife sweetly, "by marriage!"

On October 11th, Switchman W. H. Meloy chaperoned another of his famous deep sea fishing expeditions, but this trip was more thrilling than the former. While they were many miles from shore a storm came up, and rocked their boat considerably. B. E. Smith had been somewhat sick before this time but his sick-



ness was all gone and fear took its place. "If we can only get a little closer to land, I will try to wade out," he said. I. L. Loverin was sure he was not going to the bottom as he had cornered all the life preservers. They finally landed OK, and all were back to work the next day. The following conductors and motormen were in the party: C. L. Westenberg, F. Stauss, J. R. Holland, J. S. York, B. E. Smith, W. H. Meloy, A. Plummer, W. E. Ruth, W. C. Reeder, M. N. Andrews, R. L. Boyd, J. L. Hall, H. W. Gustafson, D. D. Carr, H. L. Zimmerman, I. L. Loverin.

With his tokens, pennies, refund checks, transfers, coach tickets, round trip tickets and exchange checks, the conductor almost has his hands full, but as the people are getting better accustomed to buying tokens the work is getting some easier. The first few days on some lines were simply awful. Conductors were saying "seven" so much that it sounded like a crap game. Many passengers, not knowing of the change, were depositing their regular nickel.



## Division Four

E. E. JOHNSON

Conductors C. R. Clark and W. V. "Jack" Dempsey, members of the Los Angeles American Legion Bugle and Drum corps, attended the Legion convention at San Antonio, Texas, the first part of the month. Little Jack being quite an accordion player, stole the show with his antics. On reaching the convention city he came across a blind man with an empty cup about two quarts in size. Jack brought forth the music box and in a half hour had the man's cup filled with nickels and dimes.

A one week leave was sufficient for Conductor H. F. Hames to gather all the rest he needed.

Motorman M. H. Steele has taken an eight day leave to look around.

Night Switchman Frank Irvin has traded in what he calls his back breaking Studebaker and now is spending most of his Sundays wheeling a Buick touring car.

W. L. Greenwood, Safety Operator and Extra Clerk, who was enjoying about seventy-five days of rest and traveling about in the East, has returned to work and it didn't take Bill long to get back on the job after he got here. He says his bank roll couldn't stand the pressure any longer.

If anyone should see a stray overcoat about, page Motorman C. W. Allen, who left his hanging on the stair railing from where it disappeared. Some of the boys have accused Allen of being kind hearted; that he had given it to the needy. C. W. informs us he has another one but that he is keeping it for himself.

Operator I. R. Tilton started out last month on a thirty day leave but while working around his home in Altadena had the misfortune to fall off from a step ladder and break his leg.

Conductor S. L. Christ, who has been on the sick list since last March, was in

to see how the place looked, and says he hopes to be back in the harness before long. He is looking fine after his long siege of illness.

Joe Federbusch, who has been on leave to try out for Deputy Sheriff, is again back pulling a bell cord as of days gone by, and says its not such a bad job after all.

Conductors G. Granger and M. W. A. Berg are again back to work after being on a four months leave prospecting in Idaho and visiting relatives back in the Dakotas.

Mrs. I. L. Blanchard is the new stenographer taking the place of Miss Falconer.

Conductors A. R. Boyes, W. S. Shield, and Motormen W. Doovas and C. H. Thomas are still on the sick list. They are having quite a seige of it.

Conductor G. A. Jahn while stepping from his car at Fountain and Vermont was struck by an automobile and severely injured.

Several of the boys have been parking their cars in front of the office building and leaving them there all night. The other morning when they came to get their gas buggies they were greeted by an officer and handed tickets for all night parking in the street.

A little appeal to you men—there is a box in the trainmen's room marked "Two Bells." Come on fellows and let's see if you can't help it collect something else besides dust and make Two Bells your paper with your bit of news and pictures.



## Division Five

FRED MASON

For forgetting things, Conductor R. I. Burton reigns supreme. Not long ago he drove his machine out of the yards and forgot to take his theft lock off the front wheel, with the result that he spent an hour sawing it off. Last week, after getting relieved at Jefferson and Main, he hopped a car for the barns and upon arrival at 54th Street, made a wild dash for the rear end and jumped off. This time he had forgotten his machine which he had ridden down to Jefferson and Main when he made relief. A few days after this he came in with the sad tale that he thought he had left his punch at home or lost it on the way to work.

We are all glad to see Motorman G. B. Gearhart back on the job after a long illness, necessitating his going home to Disko, Indiana. George is looking good now though and he says he's feeling fine.

Another old timer back on the job is Motorman Bill Marion. Bill was off for three months with neuritis but is now fully recovered and "winding her up."

Motorman H. F. Kyser is also fully recovered from his sick spell and is looking fine and feeling fine.

After a very successful and enjoyable hunting trip, Motormen Earl Downing and L. L. Schoffner blew in and O.K'd for work. They covered 4,200 miles in the little old Overland, having no trouble

at all outside of the odd blow out here and there. They both look fine but Schoffner would look a whole lot better if he shaved the brush off his upper lip.

The Placial brothers, Conductors H. A. and C. A. are back again after a three months leave of absence spent at home with the folks in Chamois, Missouri.

To look into some mining interests in the vicinity of Ensenada, Mexico, Motorman W. T. Milligan is off on a forty-five day leave of absence.

Conductor Y. W. Waldrop has been granted a thirty day leave of absence on account of sickness and contemplates taking a trip home to Amarillo, Texas.

To vacation at Modesto, California, Conductor A. G. H. "Chick" Trager takes a sixty day leave of absence and will be back the latter part of November.

Motorman R. Walton has settled down to work again after a fourteen day vacation spent in Salt Lake City.

We are glad to say that Conductor T. A. Roy is back home again after having been confined to the Osteopathic Hospital. He's getting along as well as can be expected and sends his best regards to all the boys.



## Shops

JACK BAILEY

H. Campbell of the Truck Department resigned to go into the oil business. All the boys join in wishing him success.

Truckman George Sleppy's fishing party was just one big flop. It seems that after George had successfully gotten aboard all the requirements of a fishing party and all the boys were comfortably seated in his boat, he discovered that the magneto and crank had been stolen. Lucky for them that the Coast Guards were out that night.

Watchman Bill DeLawter is still on the sick list. Bill has been absent for more than six-weeks and we hope to have him back soon.

R. S. Wallace, Truckman, is sporting a new Hudson Coach. One old Ford for sale. \$5.00?

Truckman Fred Rappe was lately transferred to the Air Department.

Carpenters A. L. Dellinger and L. A. Johnson spent the week-end of October 20th rabbit hunting. Good luck as usual favored these men of the woods.

Carpenter Erick Dahlholm left the service October 5th. He and his family left for Chicago in the old Buick. Erick expects to make his home in the big gun city. E. Perry, Carpenter, entered the service October 5th, filling the position left vacant by our Swedish Mechanic. Two well-known names were taken off the Shop's carpenter pay roll when our old friends, J. P. Jensen and H. Lane, were permanently transferred to the Motor Coach Division. Jensen's enrollment under Foreman Joe Spearing dates back to November 10, 1922, and Lane came to us on July 16, 1923.

J. W. Davis, also of the Carpenter Department was adopted by George Cleland,



Foreman of the Trimming Department, October 15th.

Carpenter C. M. Kaler is still on the sick list.

E. Volando is also absent due to illness.

Carpenter J. C. Petit was on leave of absence the last week of October. Just hither, thither and yon.

Extremely fine summer weather we are having lately? So fine in fact that our Mill Foreman, F. W. Buswell, contracted hay-fever and sneezed his teeth out upon the shop floor. That was too big a bite for them and they were quite broken up about it.

We just can't keep this man out of publicity: C. Hatch, Chief Clerk of the Mechanical Engineering Department, in his haste to acquire a needful bucket of water, thrust said bucket under an air valve connection and turned the knob. Imagine his embarrassment!

Introducing Enrique Leon, new man in the Machine Shop. Enrique (Spanish for Henry) will help out in the Fender Shop for a while.

A. H. Lohr, also of the Machine Shop, has just returned from a one month leave of absence spent in Mexico. Lohr spends one month each year with his father across the border.

C. B. Goy, Section Store Keeper, left the service October 22nd. He will be with the Los Angeles Brewery Company. Good luck and all the good old brew you can drink, Mr. Goy. E. L. Scholes replaces Mr. Goy in the Store Department.

F. L. Randolph, Receiving Clerk of the Store Department, is away on a thirty day leave of absence.

Where did Opal Armstrong get that red hair-ribbon?

Introducing Mr. Joe Adams and Mr. Frederick C. Petry, new men in the Master Mechanic's Office. Mr. Adams comes to us from Division Four while Mr. Petry hails from the outside. They replace C. M. Boyce who left the service and J. H. Oven who was appointed Progress Clerk.

Trimmer C. H. Stoner has been confined to his home on account of illness for the past week.

The following Shop Painters who have been temporarily stationed at the various Divisions have been permanently transferred: W. Bulkley, Division One; F. Parker, Division Two; P. D. Bachant, Division Three; C. L. Gerrard, Division Four; W. Coxon, Division Five, and W. J. Murphy to the Motor Coach Division.

As the long winter months are ahead of us and the horseshoe games will be put out by the cold winds and rain, our genial Carpenter Foreman, J. M. Spearling leads out on the battle ground with the game of quoits. Spaces have been marked off at various locations. Everybody happy?

The loss of our Air Department Foreman, Robert Harvey, is keenly felt at our Shops and Offices. "Bob," as he was affectionately known to his many friends, started with the Company, January 6, 1912. The heartfelt sympathy of the Shop employes is extended to his surviving family. John M. Cook replaces Mr. Harvey as Foreman of the Air Department.

F. Rappe, Truckman, replaces Mr. Cook, being transferred from the Truck Shop to the Air Room.

We wish to express our sympathy to A. O. Malm, Millman, upon the death of his wife, which occurred October 2nd.

P. Ratzlaff, of the Machine Shop, was painfully injured October 27th. Pete was working on a ball race for a rail grinding car when the race broke, cutting his thumb nearly off at the first joint, left hand.



## Motor Coach Division

ELMER WOOD

W. A. Ellis is a Conductor on the Wilshire Line and to our knowledge the best sportsman around the division, as he seldom fails to bag the limit of fish or game. Last month he secured a thirty day leave of absence and drove through the Zion National Park, and the Grand Canyon, Arizona, with some friends. In the Kabab Forest, Ellis saw a twelve point buck wandering around so he put a stop to that. After dressing the venison the scales read two hundred and four pounds. Ellis brought some back for his many friends, and Ye Scribe was mighty glad to be one of them.

A letter was received from Operator A. P. Williams now in Clarkdale, Arizona. "A. P." sends his regards to his many friends and we all hope for a speedy recovery.

We also extend a word of cheer to Operator H. S. Rayburn who is in the U. S. Veterans Hospital in San Fernando.

"The house that Jack built" has nothing to do with the one that Operator E. L. Mullin built in South Pasadena. Sixty days were required to complete the little love nest, and you can rest assured that Mr. and Mrs. Mullin are proud of their new home.

Operator Bryant Kirk was out of commission for two weeks with the so-called flu.

A sore foot kept Conductor F. C. Vacher home for about fourteen days. (It's no wonder his feet give out, look at the weight they hold up.)

Operator D. C. Lough has been on the sick list for the past month.

Yosemite Valley and Sequoia National Park held the interest of Operator W. F. Foster and wife while on their ten day leave of absence.

For the past month Operator J. E. Hentzen has been home in bed. It is hoped that he will soon be able to report for duty.

Operators B. B. Towsley, H. Buckland and J. C. Meyers were on the sick list for three or four days with the grippe.

Tonsillitis caused Operator W. E. Key to be off for ten days.

It required two days for Operator F. P. Galton to recover from the thrill of having a pistol pointed at his face and be threatened with death at a false move. (We are glad he didn't make any). P. S. Word was just received that Galton has

been called by the Fire Department.

Gradually recovering from the accident in which he narrowly escaped death about sixty days ago, Operator C. W. Shelton will return to work this month.

Operator R. A. Pierson was off for several days with a boil on the back of his neck.

The last visitor to see Operator F. G. Ballenger at the General Hospital says his condition is improving.

The radio business has taken Operator B. F. Jacobson from the seniority list. His resignation took effect October first. We all wish him the best of success in his new venture.

## Garage

One day last month Jim Heistand, Mechanic on the First Shift, was called upon to furnish the entertainment for the usual noon hour scrimmage. It took five men to remove Jim's shoes and because he wouldn't behave his socks were also removed. Both were tied up on a telephone pole guy wire about fifteen feet high. Jim thought he would make it easy for himself so drove his car under the wire, but when he climbed up on the top one of the boys pulled the car out and left Jim hanging by one hand and untying his shoes with the other. A good time was had by all.

H. Clinton, Mechanic on the First Shift, was off for one week on account of a serious cut on his hand.

W. Hawpe, Mechanic on the Third Shift, strained his back and was laid up for a few weeks.

The rabbit hunting expedition last month consisted of the following hunters: Dean Ovard, Chief Electrician; Bennie Walters, his assistant; W. Powell, Mechanic on the First Shift; L. Powell, Mechanic in the L. A. Motor Coach Shops, and J. Powell, the boy's dad. Oh yes, their wives were also along to keep the boys from shooting too many rabbits because they carried them and probably had to prepare them, so only twenty bunnies stopped running when shot at.

Floyd Nolf and R. W. Taylor went duck hunting up at Big Bear two weeks ago. There were only a few ducks on the lake to shoot at so the boys only bagged three. They then drove to Victorville and assassinated some jack rabbits.

T. Pane has resigned from the Third Shift to accept a position in the men's department of Bullocks. He is replaced by J. W. Covington a brother to J. H. Covington, Mechanic on the same shift.

Ray Sudano, Mechanic on the First Shift, was off for eight days on account of a sprained back.

## Mechanical

### H. K. Conacher Division One

Our newly appointed Machinist, H. W. Shenton, traded in his old Chevrolet on a new Essex. Look out for the speed cops, Harold.

H. W. Lawrence, Watchman, returned to work after spending six weeks among his many friends back in Colorado. Welcome back, Al.

O. E. Lund, Groupman, and several of the boys from the Fire Department went



on a duck hunting trip down to Salton Sea, results, ONE DUCK. Better luck next time, boys.

H. M. Melvin, Repairman, resigned after two years service with the Company to go on the Fire Department. Good luck, Herb.

J. C. Wiley, Repairman, is still on his extended leave of absence with the old Dodge way down in Silver City, New Mexico.

Wm. McDonald and Carl Lacy are the new men at this Division. Glad to have you with us, boys.

D. Frame, Repairman, has taken an indefinite leave of absence on account of sickness.

C. C. Carlile, Repairman, has been presented with a thoroughbred police dog.

E. C. Lathrop resigned to accept a position in the Postal Service. Good luck, Speed.

L. W. Stewart, Brakeman, bought himself a new car, a fifteen dollar Ford. Some boat.

E. F. Bond, Night Foreman, is planning a rabbit hunt and would like to have Jim Inman, of Division Four, give him a few pointers.

#### Division Two

T. P. Manes is the new man on the Night Shift, replacing E. C. Lathrop, who resigned.

J. W. Menzer, Watchman, is away on a two month leave of absence, resting up.

A. J. Peterson traded his big gas burner for a little one. He says that there is no difference in the riding qualities but considerable difference in the gas consumption.

E. Sayre, Machinist, spent several days on his father's ranch, near Victorville, repairing a windmill.

Doc. Robey, Foreman, is now spending his evenings at home trying out his new radio.

E. Shaw recommends a night at the Follies for that tired feeling.

H. Hunt and bride report a fine honeymoon trip to Catalina and are now settled down in the home that Harry has just recently given a "C" Inspection. Best wishes, Harry.

Speaking of fishermen, S. Ventalora, E. Tuppen and Chas. DeBaun are very fond of the sport and usually bring home what they go after.

L. Scudder, Assistant Foreman, has developed another hobby, raising chickens. Get your orders in early and avoid the holiday rush.

C. Mullins, Carpenter, started making his regular trips to Santa Barbara. Regular, when it rains.

After battling through fifteen inches of snow and having five punctures, "Shorty" Keys and his new Ford returned from a trip to Colorado. Shorty reports a fine trip but says that California is good enough for him.

H. Tafel utilizes his spare time cleaning the license plates on his Ford. We wonder why?

S. Cohn is looking for the fellow that steals his parking place at Division Two. We hear that he left his car on Fifty-Fourth Street the other night so that it would be properly parked the next morning and not because it refused to run.



A very important factor in speeding up the loading of passengers and enabling cars to be operated on schedule time is the use of tokens. The education of the traveling public in purchasing tokens largely devolves upon conductors and their ability as salesmen to convince their passengers that tokens will save them money and time.

**CONDUCTORS MUST GIVE PASSENGERS REFUND CHECKS UPON PAYMENT OF FARES.**

#### Division Three

Three of the boys on the Night Shift, R. Wilson, H. Schaeffer and A. Duncan went on a deep sea fishing trip last week. After digging up all the old clothes possible, Schaeffer appeared with an overcoat the origin of which is unknown. After running out of bait they resorted to the use of moths which saved the day and brought home the fish.

Leland Lee forgot to lock his Hudson Coach when he parked it down town and returned to find it missing. If the party who stole the car will call at Lee's home he will give them the crank and tire cover which he absentmindedly left in the garage.

Ben Kutsunai, Car Cleaner Foreman, is celebrating the arrival of his wife from Japan.

H. Earl, Assistant Foreman, equipped his Ford with a pair of roller skates. We do not know the reason for this, but we have our suspicions.

J. Simpson reported back to work after being laid up for ten days with a sprained ankle. Glad to see you back, Jim.

T. Blanchard entertained a number of the boys and their wives at a party on the thirteenth of October. A very enjoyable time was had by everyone.

W. Alport is sporting a new Chevrolet coach.

Bud Magin has joined the "Back to Nature Club," sleeveless shirts and everything.

C. Hamlin made a trip to Santa Paula last Sunday, expecting to return the same day. With the help of some bailing wire, etc., he arrived home Monday. It won't be long now.

T. Hubbard and H. Wescombe have decided that the United States is plenty

good enough for them and their families and at present they are studying hard for their final papers. Good boys.

#### Division Four

Sidney Beard, Clerk, has been on the sick list for several days, suffering from an attack of stomach trouble.

Joe Adams, our most recent arrival, has been transferred to the Master Mechanics office. We wish you the best of luck, Joe.

Anyone who would like to have a recipe for making fruit punch, see Billy Welsh.

Shorty Johnson claims sixty-two miles per hour for his new Whippet. Jim Inman says that he will give Shorty a one mile start and then beat him. A Thanksgiving classic will probably be held to settle the argument. It's the writer's opinion that the Whippets that chase the mechanical rabbits down at Agua Caliente could make them both eat dust. Ask Billy Brown or C. A. Bollette.

R. J. McEntyre, Night Foreman, spent a few days of his vacation visiting friends near Palmdale. He reports an enjoyable time and very good hunting.

#### Division Five

Ralph Nokes traded his Hudson touring car for a coach.

Bud Kellog traded his Chandler for a Chevrolet coupe, mother-in-law seat and everything.

Red Fulton started to raise rabbits as a side line and reports that the only trouble he has is the shortage of bathing suits and life belts when it rains. Better try ducks, Red.

A. J. Hayward, Carpenter, returned from a trip back East and reports a wonderful time.

I. C. Gordon, Foreman, returned from his annual deer hunt: results, venison on the table.

George MacQualters, Assistant Foreman, is at present spending quite a bit of his spare time preparing for his final citizenship papers. Good boy, Mac.

#### Vernon Yard

##### H. I. Schaubert

Jake Zuber, Vernon Yard's most ardent advocate of the art of still hunting, (get this right, he hunts quietly, not stills) again returned from his usual annual deer hunt—and with the same usual annual results. We all join with the deer in the Hunter's National Anthem. Don't give up Jake! While there is life there is hope.

Frank Putnam is back with us after a very serious illness. He reports the loss of thirty-one pounds in five weeks. Not so good Frank, but be prompt at our next barbeque, and if your appetite is half as good as Jack Glover's, you should get a good share of it back.

By unanimous vote, Vernon Yard's big "Bean and Meat" men, Bill Swearingen and Cal Simmons, were declared to be the best "What Am" as regards barbeques. If you don't believe all you see in print, just ask any of the eighty-six who attended.

Report has it that Mr. Netz, who read a very interesting article to the boys after the feed, was panting heavily before the conclusion of his little effort.