

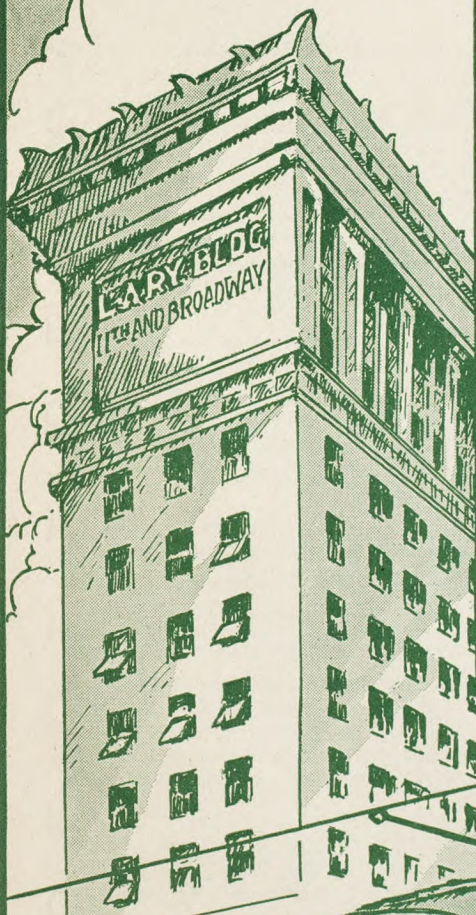
TWO BELLS



The Christmas Carol

I have always thought of Christmas time, apart from the veneration due to its sacred name and origin, as a good time; a kind, forgiving, charitable, pleasant time, the only time I know of in the long calendar of the year when men and women seem by one consent to open their shut-up hearts freely. ♦ ♦ ♦

Charles Dickens





EDITORIAL

Greetings

To Officials and Other Employes of the Los Angeles Railway:

It is always with a sense of warmest pleasure that I send to the employes of this Company my wish for your happiness during this season and for the years to come.

Ours is an arduous task to transport safely and efficiently the millions of riders who depend daily upon our lines. This task has been especially difficult under the conditions as they have existed during the past few years, but I have been encouraged always by the knowledge that I could count on every employe doing his utmost to render the best service possible. However, we can now all look to the future with greater optimism.

I want you all to know that I appreciate to the fullest your co-operation and loyalty.

To each and everyone I wish a Merry Christmas and a Happy New Year.

PRESIDENT AND GENERAL MANAGER

Merry Christmas

Merry Christmas! What a wealth of joy and gladness the words impart! Merry Christmas! You hear it everywhere—in the home, on the street, at the factory—it's in the very atmosphere you breathe!

Amid the laughter and happiness of the Glad Season comes the occasional but age-old question: "Is there a Santa Claus?" Does the jolly old fellow with the beaming red face, flowing white whiskers, and scarlet suit of fur and tinsel trimming actually exist? Has he a toy shop away up at the North Pole where he spends almost the entire year in making gifts for us all—to leave it just for one brief period in the whole twelve months to bring merriness to the world?

If you have forgotten the sweet old story of St. Nicholas that you first learned in your childhood days; if you cannot remember those many Christmas Eves when you expectantly hung up your stockings around the family fireplace, and then jumped excitedly into bed to await the coming of King Santa; if the Spirit of Christmas, and of Christmas Giving, has flown from your heart forever—yours is a dull, drab life indeed, and you are lost in this setting of toys and tinsel and happiness.

But if you have so lived that the Yuletide Season brings a thrill to tingle up and down your spine and then to come out and perch prettily upon your shoulder; if you take delight in giving gifts and in seeing the radiant faces of little ones; if Christmas means more to you than just a holiday—then there is a Santa Claus. For he lives—in the hearts of men.



Published Monthly by and for Employees of the Los Angeles Railway

JANET CONVERSE
W. T. SHELFORD

Publicity Manager
Editor

Company To Spend Millions

The Company, through the medium of advertisements in the daily and community newspapers, has made the following statement:

We are receiving a large number of inquiries from the public and from our employees as to the company's position and attitude in view of the United States Supreme Court decision in the pending rate case.

For a number of years the Los Angeles Railway has been willing and anxious to make improvements in its service and the wage scales of its employees and to provide for the growing transportation needs of the City of Los Angeles. It was impossible for us to carry out this program under the five-cent fare and until our application for increased income was definitely and finally allowed.

We have not yet received the complete text of the decision of the United States Supreme Court but are advised that the decision of the Federal District Court continuing the present fare has been upheld. According to statements appearing in the press the City of Los Angeles is now considering the advisability of making an application for rehearing to the Supreme Court. This the city has an undoubted right to do.

The public should understand, however, that if this course is taken, the decision will not become effective until the Supreme Court acts on the application for rehearing. In the meantime the company's position is the same as that existing before the recent decision and we must continue to issue refund slips until final action by the Court.

Obviously we are not in a position to undertake our program of capital expenditures and of service improvement and wage increases until the money is available for those purposes.

When the decision as rendered becomes final we will be prepared to go forward with our program involving an expenditure in excess of \$5,000,000 over a period of the next three years. This amount will be spent mainly for track and trolley extensions, new cars and conversion of cars, new motor coaches, extensions and improvements to power plants and increased motor power for cars.

In addition it is intended to make wage increases and improvements in service to the extent of a half million dollars a year.

In order that the public may appreciate the size of the operations of the

Los Angeles Railway and its importance to the City we wish to point out that our program for the next three years involves an outlay of more than \$41,500,000, by far the greater part of which will be expended in the City of Los Angeles. This total may be roughly segregated as:

Wages	\$22,000,000
Supplies	8,000,000
Taxes	2,750,000
Capital expenditures for extensions, betterments, service, plant and equipment	5,100,000
Interest charges	3,750,000
	\$41,600,000

LOS ANGELES RAILWAY CORPORATION.

George J. Kuhrts, President.

Christmas Party Set For Dec. 20th.

The Family Christmas Party, the big event of the year that thousands of employes and their families are looking forward to will be held this year on Friday, December 20th, in the Shrine Ballroom, according to advance notice from C. V. Means, General Chairman of the Entertainment Committee.

Elaborate plans are being made to take care of the thousands who are expected to enter into the festivities during the day, and expectations are that the occasion will even surpass the gala event of last year.

The doors will be open from 11 a. m. to 11 p. m. There will be a real circus at 2 p. m. and again at 8 p. m., with pony riding for the kiddies in the afternoon. Music by a prominent orchestra will add to the merriment from 2 to 5 o'clock in the afternoon and again after 9 p. m. for dancing.

There will be a corps of workers on hand to supply sandwiches and coffee from the time the doors open in the morning until 10:30 p. m. so that everyone will have a chance to take

care of the needs of the "inner man". At 10 p. m. the drawing for prizes will be held.

Carrying out the same plans as last year, each permanent employe will be furnished, through the Company mail, admission tickets for himself and dependent members of his family. Where there are children between the ages of one and twelve years a white card or coupon will be enclosed which will entitle the holder to a present. These cards are to be filled out with the name, address, and age.

Bulletins and program of the frolic will be posted at all divisions and throughout the various departments giving additional information.

It hardly seems necessary to urge employes to take advantage of this opportunity for a general reunion of happy friendships and acquaintances. It is certain that those who were present last year and can be on hand at this year's frolic will undoubtedly need no reminder. So watch for the notices and then make your own arrangements.

Special Award Men Break Records

Saturday, December 14th, will be the day of days for trainmen when the bonus for the year 1929, which amounts to \$118,041.34, will be distributed in bonus checks and special awards at the five divisions.

The number of men to participate in the earned bonus is 2,046 and of this number, 912 men will receive special awards in addition to the bonus. Of the \$118,041.34, \$17,830.00 has been set aside for special awards.

The records for the year 1929 reveal that there is a big increase over the previous year in the number of men who will receive the \$40 award for their services during the bonus year just closed.

There is no contemplated change

in the bonus plan for the fiscal year just commencing.

R. A. Pierson, Superintendent of the Discipline and Merit System, expressed his satisfaction at the excellent showing in the number of men who are to share in the bonus and also as to the special award men who have kept their records in such shape as to enjoy the full award.

He also expressed his confidence that the men, during the year 1930, would excel the showing of 1929 with the result that there will be another record established during the fiscal year in the number of men who will participate in special awards in addition to the bonus.

Witness Report Still Suffers Slump

With the new year approaching it is high time that a greater effort should be made by trainmen to get more witnesses, particularly important witnesses to serious accidents.

According to official witness reports of the past six months there appears to be a "slacking up" on the part of trainmen in getting witnesses. This is a serious matter and one which affects the Claim Department considerably. Witnesses are absolutely necessary, so let's see if we cannot wind up the old year with better showings.

For November Division Four took the lead with 6.86, which is slightly above their figure for October. Division Three came up to 5.99, Divisions Two and Five dropped back and Division One trails along at the bottom.

The following is the comparative standing of the various divisions for the two months of October and November:

October		November	
Div. 4	6.58	Div. 4	6.86
Div. 3	5.84	Div. 3	5.99
Div. 2	5.12	Div. 2	5.05
Div. 5	4.82	Div. 5	4.76
Div. 1	4.34	Div. 1	4.35

One redeeming feature about the report is that there were fewer accidents. For October there were 1,833 and for November 1,671. The total average of witnesses for last month was 5.41.

Mrs. Roberts Called By Death

Mrs. Mabel Knight Roberts, for many years secretary to President and General Manager G. J. Kuhrts, passed away on December 2, 1929, after an illness of many months.

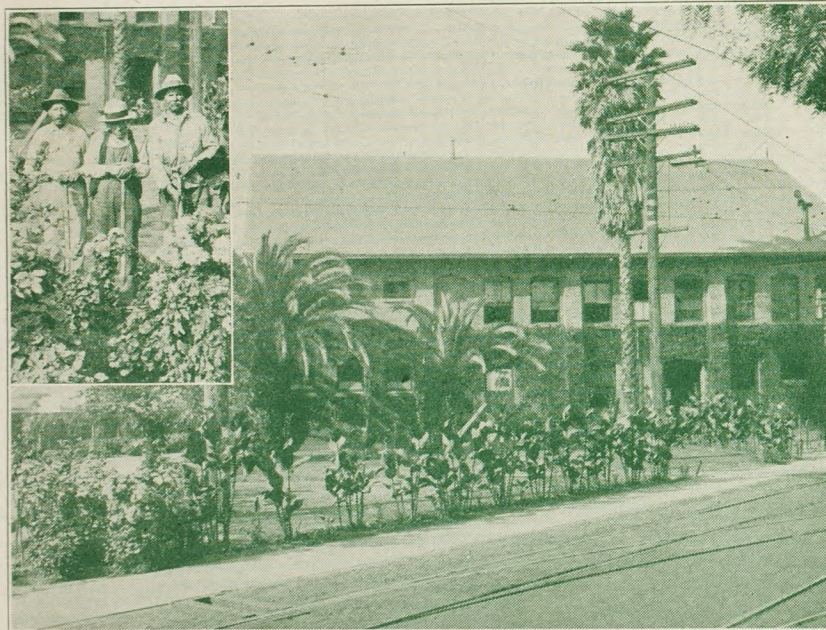
Mrs. Roberts, then Miss Knight, entered the employ of the company on April 11th, 1898, celebrating her thirty-first anniversary with the Los Angeles Railway last April. She served in the capacity of secretary to seven general managers.

The many friends of Mrs. Roberts in this company pay tribute to the memory of one who served with all her heart and whose loyalty will always remain an example to those who contacted her.

Funeral services were held on December 5th; interment at Forest Lawn. Those who acted as pall bearers were, E. L. Stephens, Geo. Campbell, Geo. Lane, T. W. Bulpin, L. A. Reappe, and G. W. MacDonald.



Carhouse Grounds Beautified



For several years the yard of Division Three has been a very ordinary looking affair, but now it is entirely different. The walks are lined with red canna and chrysanthemums in neatly kept beds add considerably to the blaze of color, contrasting with the green lawn, palm trees and vines that adorn the Administration Building.

Victor Salazar, Julio Arrellano and Bonifacio Montantez who appear in the insert are largely responsible for the great change in appearances of the familiar yard. These men have served the Company for many years as laborers on track work and have been delegated to this light and pleasant task which they are performing in an admirable fashion.

Two Bells Wishes
Its Readers A
Merry Christmas and
Happy New Year

Recovering

Thanksgiving Day was especially a day of thanksgiving for Dan Healy, Chief Instructor, whose little son, Daniel Robert, five and one-half years of age, was pronounced by their physician to be on the road to recovery after a serious attack of diphtheria. We feel sure Dan's many friends are glad to know of the good news.

Complaints Take Another Drop

The Complaint Report for the month of November took a turn in the right direction, downward, with a drop of thirty complaints below the October report. For that month there were 181 complaints against 151 for November.

Discourtesy, the main classification, dropped from 39 to 36; Fare and Transfer Trouble from 51 to 42; Starting Too Soon from 12 to 8; Carrying Passengers Past Stop from 15 to 8; Short Change from 22 to 11 and Miscellaneous from 30 to 29.

The only classification to show an increase was Passing Up Passengers which jumped from 10 in October to 17 in November.

Commendations Less

The bouquets dropped off slightly during November. In October there were 48 commendations received and for last month, 45.

Division Three took the lead for the month with 15 men receiving commendations, and Division Two a close second with 14. Divisions One and Four received 7 each and Division Five, 6.

Reynolds Lewis Passes

The news of the sudden death of Reynolds Lewis, only son of E. L. Lewis, Vice-President and General Manager of the Los Angeles Railway Land Company, came as a great shock to his many friends in the large railway family. Reynolds passed away on November 26th after a brief illness.

Turkey Dinners to Feature New Year's Day

H. T. Tuttle, Manager of the Car Barn Cafe at Division Three makes the special announcement that delicious turkey dinners and all the trimmings will be served at the nominal charge of 75 cents per plate on New Year's Day. Those who contemplate going to Pasadena to see the parade and football game will do well to patronize Harry's famous "eatorium."

On Thanksgiving Day over three hundred pounds of turkey were consumed by satisfied customers. Many of these patrons were from distant places, such as Divisions Five, Two, Four and One.

The Car Barn Cafe will be closed on Christmas Day from 7 a.m. to 9 p.m.



Calculating Basketeers



Left to right: Leona Gorsline, Irma Watkins, Emma Blossil, Betty Goss. Kneeling: Elsie Seehorn, Edythe Brumpton, Captain, and Fern Carpenter.

Just to prove that the Girls' Basketball Team is no myth, we are producing a photograph of seven of the players in their brand new togs ready to bewilder their opponents with the leather sphere and prove that they know how to calculate on baskets as well as on paper.

These girls of the Auditing Department have been practicing for several weeks now and in some of the practice games have defeated the opposing teams. As soon as the league opens we expect to hear plenty from them. Florence Breese and Ester Rowda, other members of the team, were unable to appear in the photograph.

Jimmie's Back, Bedad!

Having fully recovered from the terrible shock of the great marine disaster off the coast near San Francisco last August, J. J. "Jimmie" Gallagher, Information Man, is now back at his regular station at 7th and Broadway, giving information cheerfully to the Christmas crowds.

New Twin Coaches

The Los Angeles Motor Coach Company, jointly owned by the Pacific Electric and Los Angeles Railways, is adding twelve new Twin Coaches for increase in service to its main lines.

Called Beyond

Another old timer to answer the call to the Great Beyond is W. G. Ferguson, Flagman, who passed away on November 19th.

He entered the service on September 1, 1904, and was later promoted to Inspector, which position he held for sometime, later returning to train service. However, ill health forced him to take lighter duties and on October 5, 1928, he was assigned to flagging, which position he held until the time of his death.

Ferguson was ever faithful to his duties and his personality won him a host of friends who keenly mourn his passing, and who extend sympathy to his bereaved wife and daughter.

Square and Compass Club Activities

A very successful meeting of the Square and Compass Club was held on Saturday, November 16th, in the Masonic Temple.

Over two hundred members and their families filled the lodge room to hear the delightful presentations by members of Bethel No. 36, Order of Job's Daughters and other artists who made up the program.

Among the entertainers were: Miss Judie Inman, whistling solo; Miss Blanche Clinger, recitation; Miss Jennie Farrand, vocal solo; a double trio vocal number of members of Bethel No. 36; acrobatic dancing by Aileen and Elenore, members of the Ethel Meglin School; harmonica numbers by Donald Schnarr and Harold Steenrod and an impersonation of the Duncan Sisters in "Topsy and Eva" was given by Mrs. G. B. Magin and Mrs. Freligh.

The acts were very well received and credit is in order for Phil Klingel-smith, Master of Ceremonies, for arranging the splendid program.

The star of the evening was dainty Miss Hoff, the child wonder, who delighted the audience with her clever acrobatic tumbling.

The proceeds of the silver collection taken up at the meeting will be turned over to the Covina Masonic Home where gifts will be distributed to bring cheer to the hearts of the little unfortunates. As explained by J. H. Sheridan, the Square and Compass Club holds the unique distinction of being the first to join with the various Masonic lodges throughout the city in this charitable work.

The enjoyable evening was "topped" with refreshments.

Degree Team Busy

At Glassell Park Lodge on November 19th the Degree Team conferred the Master Mason Degree on R. T. Willis, Supervisor of the Operating Department.

On November 26th the Degree Team conferred the Sublime Degree on William Craig, Mechanic, Motor Coach Garage, at South Park Lodge, and on November 27th E. G. Biddlecomb, Motorman, Division Four, received the Master Mason Degree in South Gate Lodge.

Now Operate to Firestone Plant

New schedules which became effective on December 8th, provide for through service on all coaches of the Manchester Avenue Line to the Firestone Tire and Rubber Company.



They Know Their Baskets



Back row, left to right: F. T. Tackett, H. A. Hansen, H. J. Compton, R. Fewell, Bob Coenen. Kneeling: A. B. Straughan, M. Chamberlain, Manager; B. Tyler, Captain; L. Chiaro and F. A. Smith.

Here is the Motor Coach Basketball aggregation for the 1929-1930 season that promises lots of action in the coming scheduled games with the various teams in the City Playground league.

M. Chamberlain, Manager, has selected a strong array of experienced basketkeeters under the captaincy of B. Tyler and these fellows are out for top honors. With the exception of Bob Coenen and B. Tyler, the team is composed entirely of a new personnel.

The team is at present practicing

every Wednesday night at the Sentous High School. Naturally Manager Chamberlain is anxious to strengthen the team with a formidable array of reserves so anyone who wants a try-out should get in touch with him either at the Coach Division or on the basketball floor at Sentous High on Wednesday evenings. However, the time of the schedule games is drawing near and those who may contemplate a tryout should make their arrangements as soon as possible in order that their names may be given the Playground Department.

New Post Forming

First and Second Division A. E. F. men, attention!

Conductor Leonard C. Price of Division One is helping to organize the "Blue Devils of America" Legion Post and plans are to have overseas men of these divisions represented exclusively.

He is therefore anxious to hear from any of our Company men who served in these divisions and will gladly furnish all particulars. Charter for the post has been applied for and the granting of this document is expected within the next few days.

Tax Agent Celebrates

A. O. Adams, Tax Agent for the Los Angeles Railway and the Huntington Companies, celebrated his twenty-fifth year of continuous service December 4, 1929.

New Coach Equipment

Three new 29-passenger six cylinder White coaches are expected to arrive at the Coach Division on December 10th. These Whites will have treadle steps similar to the coaches of the nineteen hundred series.

Big Track Job at Hawthorne

Work is now under way by the Engineering Department to remove approximately 80,000 yards of dirt from the private right-of-way from Arbor Vitae to Broadway, Hawthorne, so that the rails will conform to the new street levels. This means that 22,600 single feet of trackage will have to be ballasted. Cement curbings will be installed which will add greatly to the appearance of the work when completed.

Sunrise Post Ball Big Success

Over five hundred people thronged the dance floor of Oddfellows Hall at Whittier and Esperanza on Armistice night at a ball given under the auspices of Sunrise Post, American Legion.

In order that no one might miss the location of the hall, red torches were burned outside the building to attract the many legionnaires and their friends.

The dance started at 8:30 p. m. and continued until 1:00 a. m. At eleven o'clock several valuable prizes were awarded the holders of lucky numbers and the fun began when over three hundred varied colored balloons were released in the hall. It was a thoroughly enjoyable evening and one that will long be remembered by those who participated in the festivities.

Post Receives National Citation

On November 18th Sunrise Post received national citation or distinguished service citation for paid-up membership for 1930 which exceeds the membership of 1929 prior to the Department Convention held in San Diego by 102%.

It now boasts of seventy members, which is considered an excellent record for a post that is only a few months old.

Qualify for Drum and Bugle Corps

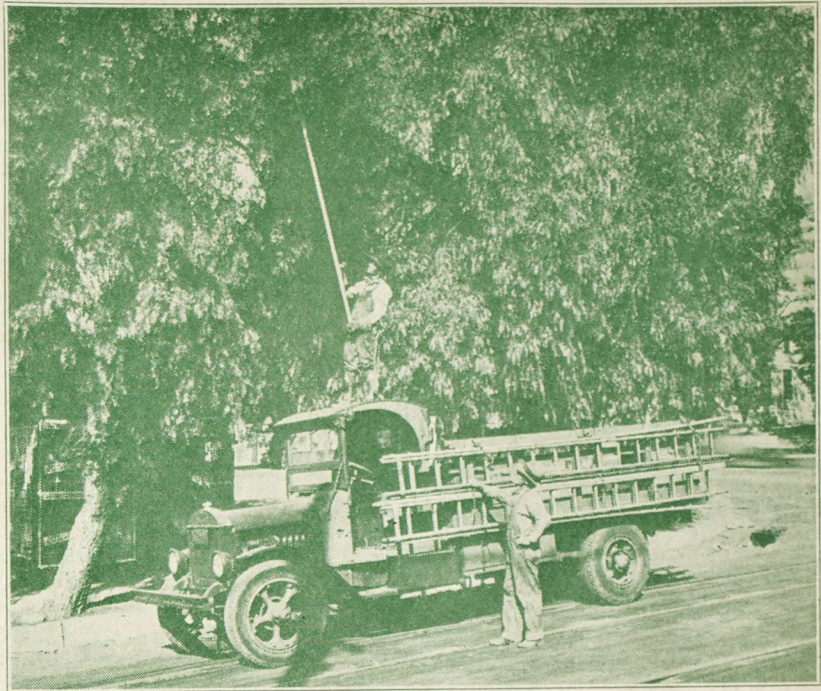
Three members of Sunrise Post—Sam Goslee, Lary Callahan and L. M. Braucht have qualified as buglers on the Los Angeles Drum and Bugle Corps which is a nationally known organization. This corps which now consists of 85 members has been authorized increased to 100 members. Conductor W. V. Dempsey of Division Four has been a member of this organization for some time as drummer. This bugle corps took fourth honors at the National Convention held at Louisville, Kentucky, this year.

New Year's Dance

A dance to be "bigger 'n better than



Trimming Trees Sans Tinsel



ever before" will be attempted by Sunrise Post in a masquerade affair on New Year's night. The Oddfellows Hall at Whittier and Esperanza is capable of holding one thousand people and it is the aim of Charles Thompson, First Vice Commander and Chairman of the dance committee, to fill the hall just like an army canteen on pay-day.

A Call To Colors

Our hustling, bustling civilization is becoming more and more imbued in color and the plain, drab articles are rapidly disappearing. Typewriters, cameras, clocks, bathing suits, cake tins and even the lowly garbage pail are among the numerous things that are blossoming out with all the splendor of a first-class outfit of poker chips.

And now comes the most recent victim of the spell of colorful hues—the street car. In a recent editorial in the New York Evening Post the following item appears:

"In Borough Hall Square there has been exhibited—or perhaps unveiled—a street car of advanced type. About its mechanical marvels (drum brakes, streamlines, automobile fenders) we are not competent to speak. What we particularly wish to point out is that the roof is green, the trucks are buff to harmonize with the cream trimmings, and the main body of the car itself is old rose."

It won't be long now before tree trimmers both old and young will be busily engaged in hanging Christmas decorations and no doubt an occasional tinsel ball will be dropped with disastrous effect while the ceremony is at its full height.

But did you know that tree trimming is a year round occupation by the Line Department of our Company? Of course, in our fair land of semi-tropical verdure the symbolic pine is not to be found among the many varieties of eucalyptus, pepper, acacia, etc., that happen to be in close proximity to power and trolley wires, and neither are the trimmers out to hang decorations. However, they do carefully trim trees so that their contour is not spoiled by any ruthless hacking of limbs.

T. B. McEntire, Foreman, has had ten years experience in this particular work. He makes a study of each job and the Department is satisfied that the trees to be trimmed will be taken care of properly. McEntire was thirteen years with the Wells Fargo Express (now American Railway Express) before coming to our Company, working his way up from messenger to cashier. He was located at the Pasadena office.

His helpers are F. Gaitan who has been engaged in this work for six years and M. Lopez who has had seven years experience. Lopez was off duty at the time the photograph was taken.

Romance of The Rails

By E. L. LEWIS
(Ninth Installment)

The operation of the Second Street Cable Railroad had the desired effect in stimulating real estate sales, but the patronage was not heavy enough to supply the proper income to make the operation a financial success and whatever deficit developed was taken care of by the land owners.

The line continued in operation during the boom days of 1886 and '87, and in desultory way to the winter of '89. The rains in December of that year flooded the properties and washed out the tracks to such an extent that the lines ceased to operate about January, 1890. There was no demand for real estate anywhere in the city, and especially so out on the hills, so there was no ready money available to put the line in condition to operate.

In June, 1890, Mrs. Elizabeth Hollenbeck began suit against the Second Street Cable Railroad for breach of contract, claiming that her husband had subscribed \$10,000 in 1885, on the condition that cars would be operated every day for five years, and that no cars had been operated for months.

In July, 1890, the Witmer brothers, who were the principal owners of this Cable Railway, agreed to rebuild the line if a bonus of \$40,000 was subscribed.

In December, just about the time the subscription was completed, the Consolidated Electric Railway, known



Looking west from Bunker Hill and Second Street in 1886.

then as the Belt Line Electric Road, controlled by M. H. Sherman and E. P. Clark, purchased from the Witmer brothers and their associates all their interest in the Second Street Cable Line and all rights to the bonus that had been subscribed, with the understanding that an electric line was to

be built instead of a cable.

A franchise was secured and the line built commencing at Spring, on Second to Olive, to First, to Bonnie Brae, to Ocean avenue, to Westlake avenue, to Sixth street, to Alvarado, to Seventh street; and operation was started on July 1, 1891. In 1894 the line on Westlake avenue and Sixth street was abandoned, and operation started on Ocean avenue and on Alvarado to Sixth.

(To be continued)

Buck and Duck



Motorman F. Milano of Division Three doesn't mind getting up before daybreak these mornings; nor does he mind battling with the Imperial Valley mud—"than which there is no whicher"—at least not when the duck and geese season



is in full swing. Just recently he journeyed to a duck club at the upper end of the Salton Sea and brought down sixty-one members of the duck family. The accompanying photo shows him with the "evidence".

Milano is also pictured with the buck he bagged recently on a hunting trip to northern California.

His aim was accurate and his heart generous and that is why many of his friends of Division Three thoroughly enjoyed the venison—and how!

More Coach Service

Service on the Avenue 50 and York Boulevard Coach Line has been extended one hour with the last trip from Avenue 50 and Monte Vista at 7:30 p.m., instead of 6:30 p.m. as heretofore.

Fuzzy Hikers



They had to climb 10,000 feet to get in this picture but, Oh! Boy! As Briggs would say, it was a "grand and glorious feelin'" to take their weight off their tired and aching feet and allow a cooling zephyr to sift through their abundant crop of whiskers and enjoy the view. A hundred-mile view unobstructed was their reward. The two self-satisfied ones portrayed from left to right are: Motorman W. C. Parks and Conductor O. R. Fife, both of Division Three.

Fife spent his boyhood in the vicinity of Zion National Park and his companion on the trip was royally entertained during the ninety days spent in this picturesque country.

Top O' The World Club

Christmas — children — Christmas trees—a natural sequence of thought. What is Christmas to a small child without a Christmas tree with its accompanying tinsel and toy? Yet there are thousands of little tots right here in Los Angeles who have never known the joy of having a Christmas tree.

Over in our General Hospital lie many little children looking out with wide-eyed wonder upon a world filled for them with suffering and privation.

The Top o' the World Christmas Tree Club proposes that these little ones shall be well supplied with Christmas joys, and so it is selling Christmas trees to residents of Los Angeles; one-third of the profits of such sales go to the Top o' the World kiddies in the General Hospital. The plan has the endorsement of the Mayor and other prominent citizens. Every youngster in Los Angeles who purchases a tree from the Top o' the World Christmas Tree Club will be helping an afflicted child to be happy on Christmas Day.

The campaign headquarters are at 522 Western Mutual Life Building, 321 West Third Street.

The Fender Smithy

"Under the spreading chestnut tree the village smithy stands."

It's a far cry to the days of Longfellow's immortal poem—the picturesque shop—horseshoe draped on the walls—wagon wheels and whipple trees here and there, but blacksmith shops are still very much in vogue even though "old dobbin" is rapidly passing from the city streets.

At South Park Shops there is a blacksmith shop that is kept very busy every day of the week repairing street car fenders or "cow catchers" as the old term implies. However, the "cows" of today are of the high horsepower type on wheels that frequently use the street car tracks and often cause the fenders to take on a decidedly different shape than the original design. To make them look like fenders again is the task of Ben Willenborg and A. L. Williams, who are shown in the photograph.



The gentleman with the raised hammer is A. L. Williams, Blacksmith, and the gentleman with great confidence in his companion's ability is Ben Willenborg, Blacksmith.

Willenborg, who hails from Cincinnati, Ohio, has been with the Company for about sixteen years. During the war he was engaged at the ship building yards at San Pedro and returned to the employ of the Company in July, 1921. He has had long experience on fender work and certainly knows his angle irons.

Williams hails from Council Grove, Kansas, where he was engaged in farming. He could see that the village blacksmith there would soon die of starvation if he relied on shoeing horses and he wanted to be a blacksmith. Reading a report of the perpetual land of sunshine printed in the Ladies Home Journal by the Chamber of Commerce, he wrote for a sample—er, excuse us, we mean he came to the coast to make sure that it was as advertised. On his arrival here he was amazed at the great

number of autos that were fighting for space on the street car tracks. Finally, a street car emerged carrying a crippled fender and a couple of spare tires. Here was his opportunity. He applied for a job and was accepted by the Company in November, 1923, to straighten out the situation.

A dozen or so of these badly warped fenders constitutes a good day's work. After they are all straightened out they are sent to the dipping tanks where they receive a nice fresh coat of black paint.

Father Passes

The many friends of T. G. Duvall, Cashier, express their profound sympathy on the death of his father, who passed away at Frederick, Maryland, November 30th. He was ninety years of age.



A most interesting surprise was experienced by Division Four trainmen on Thanksgiving Day when they learned that E. E. Johnson, Stenographer, Clerk, Switchman and what not, had slipped quietly away and was married. Miss Idell Ellis was the lucky lady. The Division office staff presented the happy couple with an electric waffle iron. Our hearty congratulations are extended.

* * *

Announcement of the marriage of Conductor B. T. Olson of Division One and Miss Mabel Sorkness, which occurred November 9th, came as a surprise to many of their friends.

* * *

One event that came as a surprise to all of us was the marriage of Conductor J. M. Hunsaker of Division One. The date of the ceremony and the name of the bride are not available, but all the same we wish them all kinds of happiness.

* * *

Conductor Dave Haverstick of Division Five may be little but he sure is a fast worker. Monday, pay-day, November 25th, he had a run with a little better than two hours split in it. He called for his run, then for his check, turned in his cash for the first half of the run, and when reporting for the last half gave out cigars, saying that he had gotten married just half an hour ago. He further stated that he did not lose a minute's time, and we'll all agree that he did not. Congratulations, Dave, and thanks for the smokes.

Celebrates China Wedding Anniversary

C. D. Clark, former Chief Dispatcher, recently celebrated his 20th wedding anniversary, and quoting the words of the inimitable "C. D." we say, "pretty good" and offer our congratulations.



Last Armistice Day, George Prichard, formerly Motorman at Division Three, engaged in the unusual pastime of picking late Miller freestone peaches from a tree in his garden at 1415 Riverdale Boulevard. Two lug boxes were filled with the luscious fruit and the tree still had plenty of fruit to ripen. Ordinarily, during the first part of October this fruit is plentiful on the market but none was to be had during the past month.

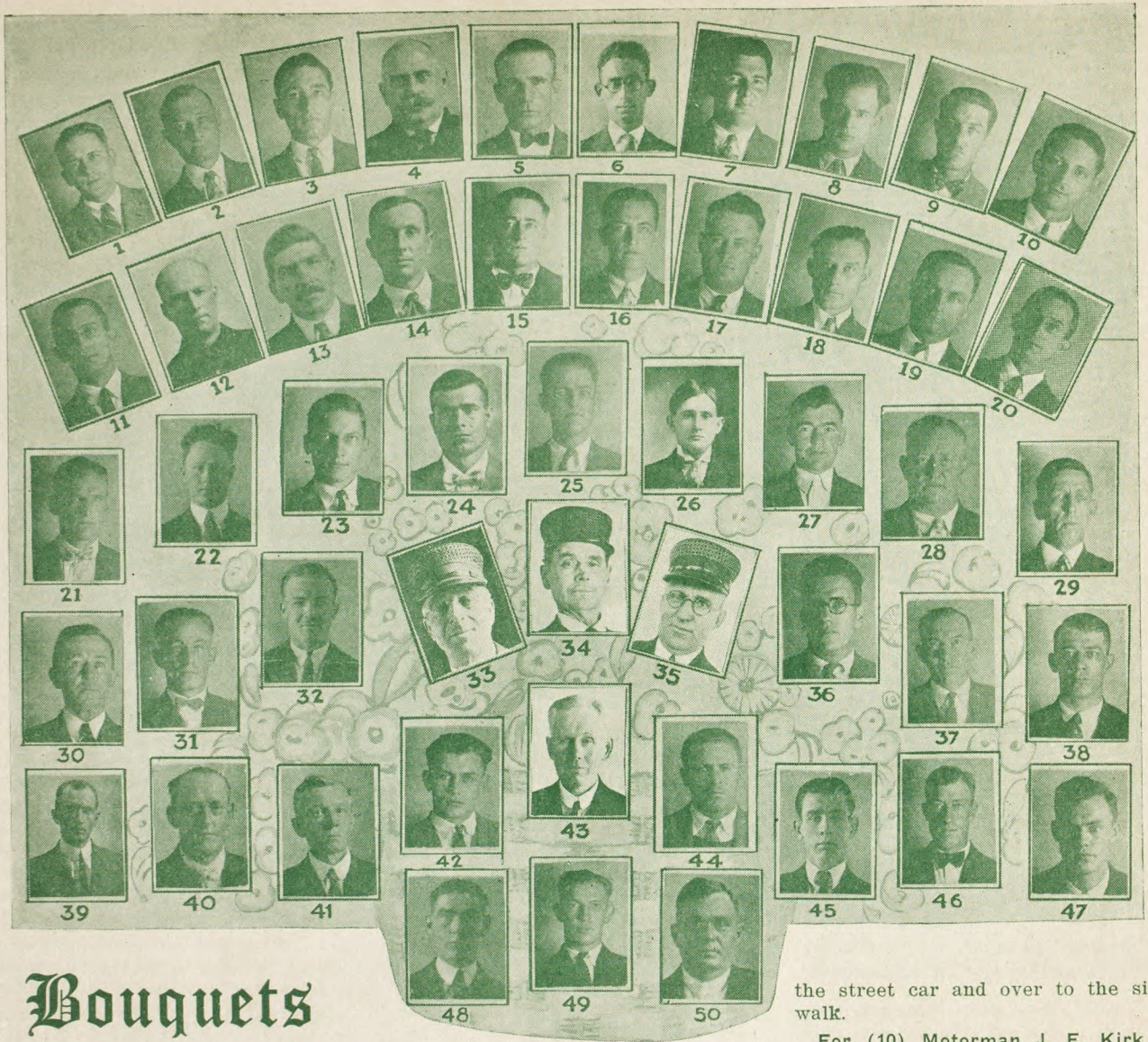
George, who is an attorney, has offices at 2802 Dayton Avenue, which is close to Division Three, his old stomping grounds. He went to work for the Company as motorman at Division One on February 11, 1903. About a year after Division Two opened up he transferred to that Division, and later when Division Three came into existence he made another transfer. About four years ago, due to illness, George was forced to give up street railroading and since has been busily engaged in law work.

For Sale

Velocipede almost new. Original price, \$20. A bargain for someone. Call ALBany 5732.

Lot, 56x165 feet. Three full grown walnut trees. Located on 8th Avenue, one block south of Azusa Road, Arcadia. See Doyle Rishel, Garage.

SWAP—160 acres wooded land Mendocino County. Six miles from R. R. Station. Four springs on land. Fine for stock. All kinds hunting and fishing. What have you? 601 L. A. Ry. Bldg.



Bouquets

Mr. J. H. Garhiser of New Orleans, La., came in to express his appreciation of the many courtesies accorded him by our trainmen. He said, "Not only have they given me the information I wanted, but they have given it as though it were a pleasure and because they wanted to help."

For (1) Conductor G. W. Wagner and (3) Motorman A. J. Thomas; both of Division One, from Mrs. John Snievely of New York City, who states in part: "I wish to highly commend the motorman and conductor on the 'R' Line, Nos. 2369 and 40, for their courteous manner in directing myself and others to streets inquired about. I am a stranger in this city and it certainly is a pleasure to ride on your cars, when dealing with such courteous and neat appearing men."

For (4) Conductor A. B. Morris of Division One from Elizabeth G. Donahue, who states in part: "No. 10 on the 'D' Line quietly, easily, and sim-

ply handles a carload of people transferring to his car, seeming by some magic of his own to keep everybody moving and good natured."

For (5) Conductor O. G. McKenzie of Division One from Mrs. Marie Beale for assisting a blind man from his car and over to the sidewalk.

For (6) Conductors S. J. Singer, (33) L. C. Haynes and (2) Motorman F. A. Smith, all of Division One; Conductors (20) D. L. Laird, (17) S. D. Selby, (18) L. O. Eide, (7) A. S. McFarland and (21) H. Boyett, all of Division Two from Dr. Clyde H. Wilson for their helpfulness and desire to be of service.

For (8) Conductor H. R. Buzzell of Division Two from Mrs. B. B. Ramsey for loaning her twenty cents when she had boarded his car without funds.

For (9) Conductor J. A. Peerson of Division Two from Floyd C. Covington for assisting a blind passenger from

the street car and over to the sidewalk.

For (10) Motorman J. F. Kirk of Division Two from Mrs. Nettie Stiefel for special courtesy.

For (11) Conductor E. V. Athenous of Division Two from Mrs. W. B. Ryberg for his cheery disposition and kindness.

Conductor E. V. Athenous is also commended by Miss Lydia Fear for answering questions with a smile and for his consideration for the safety of his passengers.

For (12) Conductor J. C. Allison of Division Two from Mrs. Rosetta Sanan for being a diplomatic and outstandingly efficient man.

For (13) Conductor O. E. Wilson of Division Two from Mrs. Nettie Stiefel for courtesy to his passengers.

For (14) Conductor W. H. Laing of Division Two from Mr. William M. Cater for his courteous manner and his ease in handling difficult situations.

For (15) Conductor J. E. Deane of Division Two from Miss Lillian Hartley for his tact and courtesy when

Miss Hartley found she had not sufficient change for a token and he was unable to change a bill for her.

For (16) Conductor F. J. Donnelly of Division Two from Mr. W. W. Glenn for kindly consideration shown a crippled passenger.

For (19) Motorman R. H. Warren from Mrs. Nettie Stiefel for courtesy.

For (22) Conductor E. E. Sanders of Division Two from Mrs. M. E. Week for being kind and thoughtful.

For (23) Conductor C. R. Floss of Division Three from Mrs. Margaret Finley for assisting her on and off his car.

For (24) Conductor I. Gasparro of Division Three from Mrs. G. W. Barnett for assisting a crippled passenger.

For (25) Conductor S. Brash of Division Three from Mrs. C. Deichmiller for efficiency in handling a crowded car and his patience in answering questions.

For (26) Conductor D. A. Kuykendall of Division Three from Mrs. N. Lewis for courtesy.

For (27) Conductor J. Holt of Division Three from C. J. Goldsmith for his courtesy and efficiency.

For (28) Motorman W. A. Stebbins of Division Three from Mrs. A. J. Gage for his alertness and prompt action in avoiding what might have been a serious accident.

For (29) Motorman P. Wankier of Division Three from Mrs. W. P. Hogg for courtesy and efficiency.

For (30) Conductor E. B. Keever of Division Three and (38) Conductor J. S. August of Division Four from Miss Betty L. Frost for being pleasant and courteous, with a smile for everyone, and displaying the utmost patience with street car patrons.

For (31) Conductor D. E. McCarter of Division Three from Mr. William Porter for being kind and courteous and for looking after the safety and comfort of blind and crippled passengers.

For (32) Conductors R. G. Monahan and (43) I. F. Hickox, both of Division Three, from Mr. S. Leyon for their unflinching courtesy and for service rendered their passengers.

Conductor Monahan is also commended by Mrs. Fannie Fagan for his thoughtfulness and courtesy toward passengers.

For (34) Motorman T. W. Kingsbury of Division Three from Mr. Ross Wallis, who states in part: "He is always courteous and performs his duties in a most commendable manner."

For (35) Conductor C. F. Fitzgerald of Division Two from Mrs. William Wilbraham for being kind and obliging.

For (36) Conductor J. E. Kingsland of Division Three from Alice M. Hayman for his patience in handling his work.

Conductor J. C. Kingsland is also commended by Mrs. F. M. Nickell for courteous service and expert management of his work.

For (37) Conductor I. L. Loverin of Division Three from Mrs. E. R. Bennett for courtesy in giving directions and answering questions.

For (39) Conductor A. B. Chambers of Division Four from Arthur L. McNamee for his courteous manner.

For (40) Conductor H. E. Ketchum of Division Four from Nurse Miriam Jean Rollins, who commends him for being kind, courteous and thoughtful.

For (41) Conductor A. W. Horton of Division Four from Mrs. Emma A. Cumings, who commends him for expert service rendered his passengers.

For (42) Conductor R. R. Hayman of Division Five from Tony Poloff for his cheerful manner and for his interest in his passengers safety and comfort.

For (44) Conductor R. T. Anderson of Division Five from Mrs. H. E. Seymour for courtesy.

For (45) Conductor T. T. Leech of Division Five from Mrs. Rose for being unusually kind to an elderly passenger.

For (46) Conductor D. C. Black of Division Five from Mrs. J. G. Allison for looking after the comfort of his passengers.

For (47) Conductor W. T. Ammons of Division Five from Mr. Adolphus D. Jones for unusual courtesies extended to him.

For (48) Conductor F. Weir of Division Five from Isabel S. Davenport for courtesy and kindness to his passengers.

For (49) Conductor L. E. Harper of Division Five from Mr. and Mrs. J. L. Fagan for being courteous and thoughtful.

For (50) Motorman W. E. Chilcoat of Division Five from Paul B. Comstock for his expert handling of difficult situations and for his consideration of others.

Appreciation

We wish to express our sincere appreciation for the kind expressions of sympathy and for the beautiful floral pieces sent by the boys of both the Mechanical Engineer's Office and Sixteenth Street Garage on the occasion of the death of our beloved husband and father.

Mrs. Margaretha Stockman
Henry Stockman and family

Birthday Remembrance Brings Happiness

George Feller, Information Man, recently passed his seventy-ninth birthday.

For the past few months his illness has prevented him from working at his post. He felt he had lost the friendly contact of his many co-workers and his little world has been somewhat gloomier because of it.



But the other day he came into our office, his voice trembling with emotion, in appreciation for the shower of birthday cards he had received from many of the old timers. He had been remembered—and that meant much. He felt he could best thank each one through Two Bells and asked us if we would print the following appreciation, which we assured him we would.

"I wish to thank the many employes of the Los Angeles Railway who took me by surprise in sending me a shower of cards on my 79th birthday.

"When the way seems gloomy and friendless to be remembered by your friends of long ago makes one feel that life is worth living. I appreciate your thoughtfulness very much and wish each one of you a long and happy life.

"Very sincerely yours,

"GEORGE FELLER."

Division Assignments

The following men have qualified and were sent to their various divisions during the month of November:

To Division One: Motorman J. A. Logan; Conductors P. G. Haverstick, V. Penrose, C. R. Rummell, A. A. Phillips, W. D. Remer. To Division Two: Motormen D. V. Lewis, R. E. Thompson, R. A. White, J. O. Fast; Conductors J. C. Lloyd, T. A. Phillips, C. E. Green. To Division Three: Motorman K. L. Williams; Conductors R. L. Carpenter, H. P. Connelly, E. S. Tremelling. To Division Four: Motormen V. K. Emerson, W. P. Fluegge, F. H. Tucker, F. H. Jensen, R. R. Cartwright, C. J. Campbell, G. F. Terry, F. J. Logue; Conductors, E. B. Martin, O. P. Rice, C. E. Clifton, C. P. O'Connor, J. L. Patten, E. E. Kunkle, E. I. Schaeffer; Safety Operators S. B. Sowell, J. A. Biely, D. C. Neufeld, M. L. Pierce.



Larry Laughs



Two little boys came into the dentist's office. One said to the dentist—"I want a tooth took out and I don't want no gas because I'm in a hurry."

Dentist: "That's a brave little boy. Which tooth is it?"

Little Boy: "Show him your tooth, Albert."

Kelly: "Oi want to get a book to put th' photographs av all me rilatives in. Oi thinks this wan will do."

Clerk: "But that isn't a family album, that is a scrapbook."

Kelly: "Thin it's just the thing; all me rilatives are scrappers, ivery wan of thim."

"Anybody hurt in the wreck?"

"One gentleman, I believe."

"Bones broken?"

"I think it was his heart. He sat down by a leaking suit case and shed tears."

Then there's the old Siamese proverb to the effect that the pants and coat do all the work, but the vest gets all the gravy.

Oscar the Operator says that his house has two stories, but he calls it a bungalow because the job certainly was a bungle and he still owes for it.

And the fellow who brags that he runs things around his house usually refers to the lawn mower, the baby carriage, the washing machine, the vacuum cleaner and the errands.

The saddest news of the month is the story of the ambitious youth who joined the Navy to see the world and spent four years in a submarine.

"Charlie dear," said the fond wife, "I started today to economize on our expenses."

"Good, darling. How did you do it?"

"I cut all your Havana cigars in half so you'll have twice as many."

Mistress: "Who broke that China jug?"

Maid: "The cat, mum."

Mrs.: "What cat?"

Maid: "Why, ain't we got one?"

Mose: "When mah wife gets kissed, she sho' do squeal."

Gawge: "Ah'll say she do!"

Mose: "What's dat, nigguh?"

Gawge: "Ah sayed, do she?"

"Where can I get some quinine?"

"What do you want quinine for?"

"The doctor said I must take whiskey and quinine, and I don't know where to get the quinine."

Cop (telephoning): "A man has been robbed and I've got one of them."

"Fine! Which one did you get?"

"The man who was robbed."

"Hey mister, who discovered America?"

"Ohio, sir."

"Ohio? You're crazy. It was Columbus."

"Yes, sir, I know. But I didn't think it was necessary to mention the gentleman's first name, sir."

She: "I wonder if you remember me? Years ago you asked me to marry you."

Absent-minded Professor: "Ah, yes; and did you?"

"Strange that medicine didn't help you. Did you follow the directions?"

"Yes—they said to keep the bottle tightly corked."

"Terribly rough," said the stranger on board the ocean liner.

"Well," said the farmer, "it wouldn't be near so rough if the captain would only keep in the furrows."

Impassioned Youth (throwing himself to his knees)—"Light of my life! Light of my existence! Light of—"

The Lady—"Aw, douse the glimmer, kid, and while you're down there will you buckle my galoshes?"

Mrs. Willis (sternly, to husband arriving home at 3 a. m.)—"What does the clock say?"

Mr. Willis (genially)—"It says 'tick-tock,' and the doggies shay 'bow-wow,' and the little pussy-cats shay 'meow-meow'."

"Could you suggest something more suitable for a girl friend's Christmas present?"

"How about these book ends?"

"Just the thing! She always reads the ends before she reads the beginnings."

Well, of all things! This girl on the front seat certainly is old enough to know that a goblet isn't a small sailor.

The hours I spent with thee, dear heart, Are like a string of pearls to me.

I count them o'er, each one apart, The hours I spent, and now thou art Not here; will there be other girls? There will—if I can pawn the pearls!

Plumber: "Is this where you wrote for a plumber to come, lady?"

Lady of the House: "Plumber, indeed! Why, I wrote last July."

To Mate: "Come on, Bert — wrong 'ouse. Party who wrote last April we're looking for!"

Chicagoan (incredulously): "And you mean to say that in California you have 365 days of sunshine a year?"

Californian: "Exactly so, sir, and that's a mighty conservative estimate."

Near-sighted Old Lady (to street car conductor)—"What is that round thing on your coat? A mark of good conducting of your car?"

Conductor—"No, madam, it's a mark for poor conducting of soup."

Mrs. Higgs—"I 'aven't seen yer 'usband about lately, Mrs. 'Iggins. I 'ope 'e's quite well."

Mrs. 'Iggins—"Didn't you 'ear? 'E fell off a train and got 'conclusion,' my dear."

Mrs. Higgs—"You mean 'concussion,' my dear."

Mrs. 'Iggins—"I mean, 'conclusion' — 'e died."

They had now been married just six months. "Jack, dear," she murmured, "I hardly know how to tell you, but soon . . . soon . . . there will be a third in our little love-nest."

"My darling," he cried, "are you certain?"

"Positive," she replied. "I had a letter from mother this afternoon saying she would arrive next week."

The editor of a small town newspaper explains the loss of the letter "s" from his composing room as follows:

Lath night thome thneaking thcoundrel thole into our compothing room and pilfered the cabineth of all the eththeth! Therefore we would like to take advantage of thith opportunity to apologize to our readerth for the general inthipid appearance of your paper. We would altho like to thtate that if at any time in the yearth to come we thould thee thith dirty thnake—in the grathth about the premitheth, it will be our complete and thorough thathithfaction to thhoot him full of holeth. Thank you!

A bald-headed man who has heard that the hairs of our heads are numbered, wants to know if there is not some place where he can get back numbers.

Teacher: "Jimmy, define and give an example of heredity."

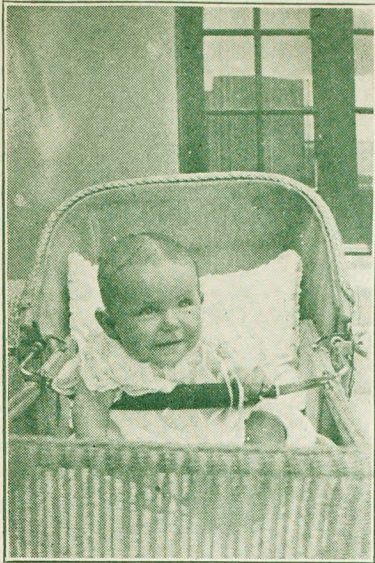
Jimmy: "It means that—that—that if your grandfather didn't have no children your father wouldn't have none either—and neither would you."

"Hadn't you better go and tell your father?" said the motorist to the farmer's boy, who stood looking at the load of hay upset in the lane by a collision.

"He knows," replied the boy.

"Knows? How can he know?"

"He's under the hay."



This little bit of femininity is Miss Iva-Gene Searl, five-months-old daughter of Motorman E. E. Searl of Division Three.



Birds

Loren D. Gordon, the young son of Coy Gordon, Motorman of Division Two, put in his first appearance October 25th. All concerned are doing fine.

* * *

C. E. Crownover, Motorman of Division Two, reports the arrival of Claudelle, a little ten pound girl, on the 22nd of October.

* * *

Motorman E. J. Carroll of Division Four, reported another increase in his little family on November 20th. It happened to be another boy, weight, seven and one-quarter pounds and they named him William Redman Carroll. E. J. admits they were slightly disappointed for they wanted a girl. However, many good cigars were passed out. Congratulations.

* * *

Conductor R. McMahon, also of Division Four, proudly announces the arrival of a sweet baby girl November 1st. The little lady weighed in at seven pounds, and they named her Laurel Lee. Best wishes.

* * *

A fine baby girl arrived at the home of Motorman Line Instructor G. L. Ker of Division One last Saturday, November 25th. It was necessary for firemen to use an oxygen inhalator for over an hour, but both mother and child are now doing well.

* * *

Chas. DeBaun, Storekeeper at Division Two, is the proud father of a

great big baby boy. Mother and son are doing fine.

* * *

Mr. and Mrs. H. E. Whiting of the Motor Coach Division announce the arrival of George Earl, a six and three-quarter pound boy, born November 19th.

* * *

Motorman T. H. Perkins of Division Five announces the arrival of a baby boy. Mother and baby are doing fine. Congratulations, "Perky," old boy, and thanks for the cigars.



Division One

H. N. COLE

There is a reason for the high-stepping and high-hatting attitude of Motorman J. H. Schrader. For the first time he is a grandfather, a little granddaughter having arrived on the scene recently.

If Motorman S. C. Wilson, the lucky fisherman, keeps on plying his talents there will be a scarcity of fish in the local waters. A few days ago he not only caught all he could give away, but he salvaged from the bottom of the ocean a fine rod and reel.

Bitter disappointment and a sore throat brought on by cheering, describes the mental and physical condition of Conductor H. L. Emmert following the defeat of the Trojans at Chicago. Nate Barragar, Captain of the Trojans, is a brother-in-law of Emmert, hence the interest and the raw tonsils.

Two brothers of Conductor J. P. Carson dropped in from Oklahoma one day last week, so J. P. took a few days off to show them the sights of the city.

Motorman Line-Instructor L. Burnett has given up a perfectly good run on the "J" Line and taken one on the "R" Line. Some people are that way.

For the first time in five years, Motorman A. J. Dominguez missed out last Monday. On the following day his Conductor, R. W. Stevens, retaliated by forgetting to push over the gadget on his clock.

Time does fly when one is engaged in a pleasant task. Conductor J. J. Gilmore cranked his machine till it was time for his run to pull out, then he called up and told the clerk he would probably be a little late.

Conductor S. E. Goslee is among those numbered on the sick list.

His locker door refused to function, so Conductor Louis Rasmaussen spent an hour's hard labor investigating why. Then he employed the services of expert mechanics to push the investigation along and as a last resort before applying a stick of dynamite, he thought it would be a good idea to try inserting the key, a method frequently employed in opening a locked door. The door gently yielded to this master stroke of strategy and all was well.

Former Conductor H. E. Winters, who has been incapacitated for several years on account of an infected leg, paid the Division a visit last week. With the aid of an artificial limb he is able to get around pretty well.

Conductor Line-Instructor W. F. Kirkland is now holding down the position of relief Register Clerk.

Conductor O. Arguello has been on the sick list for several weeks. He paid the Division a visit a few days ago but has no idea when he will be able to return to work.

The names of Conductors E. L. Ayers and W. Sproule appear on the sick list this week. Here's hoping they will return to their duties in time to enjoy the holiday rush.

Motorman S. H. McGary is listed among those not able to report for duty on account of illness.

Motorman C. Culver also is on the sick list this week.

It was the evening before Thanksgiving Day, just after dark, and Conductor J. G. Newell was leisurely wending his way home with a large, fat, juicy turkey under his arm. Everything was quiet and serene. Not a creature on the street except one automobile just behind him. No doubt his mind was busy summing up the many reasons for being thankful when suddenly someone gave him a shove and at the same time grabbed his turkey and jumped on the slowly moving machine and made a get-away before Newell realized what it was all about. It is said that "A bird in the hand is worth two in the bush," but it must be remembered that, "There's many a slip between the cup and the lip."



Division Two

H. F. NELSON

Conductor M. B. Whitaker, who has been flagging for the past two months, was obliged to go back on sick report when the flagging was finished.

Some time ago Motorman L. Strain and Conductor L. Shelley were enjoying an afternoon swim when Shelley lost his false teeth and Strain almost drowned before he succeeded in locating them.

Motorman J. G. Adair is again back at work, having spent three weeks around home resting.

We are all glad to have Conductor H. Yardley back with us again. He has been off on sick report for almost two month sand says he was pretty ill.

Motormen J. Anderson and F. Jorgenson are back at Vernon Yards on the work trains after spending several days at the Division in passenger service.

Conductor G. D. White is at home with a siege of the flu but expects to be back to work soon.

Motormen E. E. Smith and W. V. Holman are spending thirty days on a hunting trip.

Conductor D. C. Kincaid's mother and sister have returned to Los Angeles from

an extended trip thru the east. His lady friend returned with them from Kansas City and was just here long enough to say hello to D. C. before starting home.

Motorman J. T. Hall has returned to work and says he enjoyed his month's rest very much.

Motorman R. B. Davenport is enjoying a thirty-day leave of absence.

Mrs. Finley's two daughters broadcast over KMTR November 17th. They are members of the St. Mary's Glee Club.

Conductor C. I. Jones is enjoying a thirty-day rest.

H. Van Riper, formerly a motorman at this Division dropped in to say hello last week. At present he is running a milk route in Torrance and the out-door work seems to have agreed with him.

Several other old timers have dropped in recently. Dave Wood was in from Arcadia; J. P. Miller from Lancaster; H. J. Bush from Texas, and E. L. Corwin, who had just returned from a trip to Arizona.

Conductor E. E. Riley is still listed on sick report. His ankle seems to improve very slowly and he does not know just when he will be able to report for work.

R. A. White and R. E. Thompson are again running the cars 'round and 'round after spending some time in other lines of work.

Motorman G. H. Thompson spent several days last month on his old job at the Main Office.

We want to welcome Conductor F. E. Godwin back to the Division. He has been laid up with rheumatism for the past three months.

Motorman R. F. Miller is still on sick report and seems to be having quite a time of it. He has been sick for the past two months and does not improve very rapidly.

Motorman L. W. Pierce was forced to resign and leave Los Angeles and go to Salt Lake City on account of his young son's health. Here's hoping everything turns out all right and that he will be able to return to the old job again.

No marriages have taken place this month at Division Two but we have a couple in the making. A young conductor on the "O" Line and one on the "S" are thinking very seriously of jumping into the sea of matrimony in the near future.



Division Three

L. VOLNER

We are now starting on a New Year and the one big resolution of each trainman is to have no accidents, and if by chance he should have one to get a bountiful supply of witnesses, so that at the close of the year Division Three will stand in first place.

Ex-Motorman M. Candlish, who is now on the police force, stationed at Ninth and Main, was greatly missed at this busy point during his vacation. Having worked as a motorman, Officer Candlish knows what the job is and surely keeps things moving during the rush hours.

It was reported around the Division that Conductor Harry Beals got two slips for trip sheet errors in one day. We think there must be some mistake as Harry never makes an error. You might ask him about it.

During the past month Conductor A. A. Sears lost some time on account of sickness.

Motorman Charles Freer has returned from his vacation spent at Clear Lake and expects to resume duty in a short time.

The recent cold weather has brought an increased rush for the regulation sweaters.

Motorman A. Normandeau was off a week during the Thanksgiving period for a short rest.

After the origin check by the conductors had stopped some said it was like a vacation as they had nothing to do.

Conductor C. G. Rowe is confined to his home at Wilmar with a badly wrenched knee.

A month's vacation has been granted Conductor J. Lecornu.

Conductor George Mayhew is trying out a position as clerk in the Post Office.

Over two hundred pounds of turkey were consumed in the L. A. Railway Restaurant on Thanksgiving, and Manager Tuttle thinks Christmas will almost reach the three hundred pound mark.

One of our very obliging conductors, S. S. Wollam, had the misfortune to break his arm while cranking his auto and will have to be off duty for some time.

A little early—but will avoid the rush. We wish each a very Merry Christmas and Happy New Year.



Division Four

C. J. KNITTLE

Hello, everybody! This is the last issue of the passing year. With Bonus Day rapidly approaching, the errors and sideslips of the old year may loom up in one's mind like a passing review. Let us not linger with those thoughts but rather remember the new bonus year is already under way and our success or failure really lies within ourselves.

In behalf of the operating force of Division Four this column extends to our co-workers and friends the season's heartiest greetings.

Conductor H. E. Ketchum entertained a few of his friends at an entertainment and lunch in a nearby Knights of Pythias Lodge recently. Everyone seemed to be enjoying the affair till they sat down to eat. Conductor Muckey who clings to certain religious principles found that the menu consisted mostly of turkey sandwiches, and then he remembered the day was Friday.

Safety Operator W. D. Perkins was granted a fourteen-day leave to go to Oklahoma and bring back Mrs. Perkins and their children.

A boy boarded Herman deJager's "P" car a few days ago and asked the conductor, MacKenzie, where DeJager Avenue was.

"Mac" suggested he ask the motorman. The kid went forward.

"Say, where is DeJager Avenue?" he asked again.

"Well," replied Herman, "it's two blocks west of MacKenzie."

Conductor S. H. Corbin was granted a thirty-day leave to go back to Missouri and visit his brother, who was seriously injured in an auto accident.

Conductor L. E. Sherwood broke another record November 25th when he turned in two hundred tokens.

Motorman P. C. Wolfe has left for Texas on a sixty-day leave on account of sickness in his family.



Division Five

FRED MASON

The rabbit hunting trip organized by Conductor Bill Langdon turned into a duck hunting trip, and was very successful—for the ducks. Accompanied by Conductor Line-Instructor "Hank" McDonald and Conductor Tommy Carey they made the trip to Hodges Lake. As it was kind of nippy early in the morning, "Hank" decided he'd do the rowing, just to get warm. Bill Langdon said he got warmed up all right as he rowed around in circles for half an hour before he discovered that he had to row with two oars. Tommy Carey furnished the thrill when he stood up to take his first shot. Just as he shot, "Hank" gave a yank on one of the oars and Tommy took a beautiful backward dive. And being a good swimmer didn't help him any as there was plenty of mud for him to play around in. Anyway, they had a good time, the trip was a success and they landed back with one duck and twenty mud hens.

We are glad to see Motorman Line-Instructor Dave Allan back on the job after a hurried trip to Winnipeg, Canada, on account of his mother's illness.

After playing around town for sixteen days Motorman Fred Hestlow is again winding 'er up.

A card was received last week from ex-Conductor Floyd Morrill, addressed "To the boys of Division Five." Floyd is in Saskatoon, Saskatchewan, Canada, and expects to make a move to San Francisco in the near future. He also states he is looking forward to paying us a visit and wishes to be remembered to all the boys.

Motorman Bill Kenney writes from Detroit, Michigan, where he is attending to some personal business. He says he won't be back until after the holidays and wishes us all a Merry Christmas.

Motorman W. B. McCarter, who was called back home to Greenville, South Carolina, has resigned and he wishes to be remembered to all the boys.

Conductor Roy Hoffmeister has resigned to take up farming in Emmett, Idaho.

We are all glad to see Conductor C. E. Otwell back with us again. He resigned a couple of months ago but just could not stay away and this time he says he is here to stay.



Shops

JACK BAILEY

Carpenter T. C. Shelford has been enjoying some high priced smokes these evenings at the expense of his co-worker, A. Reid, who thought California was better than Stanford. So did some of the rest of us.

Carpenter Ed Caswell reported in at noon the other day and said the cause was due to a tie in an auto race for the center of an intersection.

Carpenter George Yale has just completed his third year of not being late or absent from his work. This may be due to his interest in the quoits game.

M. Grady was transferred from the Blacksmith Shop to the Trimming Department.

Percy Purcell has the latest in McGrath shirts. Percy got his lockers mixed last week and came out with some new clothes, slightly used but in first-class condition.

Painter Frank Foley is spending a thirty day leave of absence in Texas. He is going to bring us back an icicle for a vacation souvenir.

Painter F. Cook spent Thanksgiving in San Francisco. Turkey a la fog.

Bill Wilson of the Upholstering Department and his wife were the victims of a hit-and-run driver last month. Their car was struck and turned over on its side but Mr. and Mrs. Wilson escaped uninjured.

Our sympathy is extended to Mr. Henry Stockman, draftsman, Mechanical Engineer's Office, upon the death of his father, who passed away on November 28th.

We just learned "for why" all the smiles from E. Lendy, of the Truck Department—a new girl.

Miss Grace Eileen Weeks, replaces Miss Florence Henig in the Store Room Office. Miss Henig was advanced to the Purchasing Department in the Main Building. She is just a little closer to the corner of Fourth and Broadway now.

Miss Peggy Dowrey has returned to her duties in the Store Room Office after being confined in her home for some time on account of illness.

Army Armstrong is confined in the General Hospital, pending an operation. We hope everything turns out all right and that we will soon see him back on the job in the Store Room.

Machinist B. S. Rivers, commonly known at the restaurant across the street as "Two-for-One," wishes to mention that he has a large supply of salt and pepper shakers on hand and as he has to pay for his extra bowl of soup now he will let some of them go very cheap. They would make ideal Christmas gifts.

Ben Robertson is replacing A. Winston of the Truck Shop. Winston was transferred to the Garage. Ollie Martin, a new man in the Truck Shop, is replacing C. Crumwell.

H. Thompson of the Truck Shop escaped injuries in an automobile accident

last month in which his mother-in-law was hurt.

We wish to express our sympathy to Truckman J. Mathis upon the death of his brother-in-law, who passed away last month.

Cold weather is here now and our Night Watchman, John Smith, is well on his way to a full grown beard. John says it is very cold these nights and a good coat of whiskers "can't be beat".

Gus Sundeen of the Truck Shop was seen at a certain local theatre four consecutive nights trying to win a Thanksgiving turkey. We wonder who the man was that saw him there each night.

Bill Thun, Truckman, is reported suffering a broken leg and bruises sustained when he was hit by an auto in Huntington Park.

Truckman Roy Baxter, the proud father of twins reported in last month's issue, is having a hard time keeping identification tags on the little ones. Any suggestions you may have on this subject will be greatly appreciated by Mr. Baxter.

George Johnston of the Winding Room was held up and roughly treated by bandits one night last month. George suffered several bruises and the loss of thirty-two dollars.

We wish the speedy recovery of Mrs. Ormston, who underwent an operation last week. Mrs. Ormston is the wife of Ted Ormston of the Winding Room.

Tom O'Connel of the Winding Room is just about to pass the last stage of the Irish. Tom is taking out his citizenship papers sometime next month.

Carpenter Ben H. Grimm left the services this month. He has returned to his home state, Wyoming, to regain his health.

Carpenter William Veal fell off of a car step last month and sustained injuries necessitating a ten-day rest.



Motor Coach Division

J. H. McCORNACK

The growth of the Coach Division has demanded the addition of twenty men. You have heard of the proverbial one armed paperhanger with the hives. Well, he has nothing on our men in taking care of the travel origin check and breaking in students.

B. D. Gagnebin has been granted a leave of absence to go back east on a vacation trip.

F. A. Smith reported at 5:30 a.m. one Sunday for a Figueroa run that was not due until 9:45. After attempting for a few hours to sleep on a bench he thinks he prefers his bed at home.

"Pop" Ellis, our veteran, has taken a sixty-day leave of absence on account of his wife's ill health. He is taking her to Arizona for an operation and in the meantime is undergoing an operation himself. We surely hope they will be greatly benefitted.

Here is a conversation that was heard on Wilshire before our installation of balloon tires. Old lady to conductor:

"Young man, do you go to church?"
Con.: "I don't have to, ma'm. I get the H— jolted out of me here!"

GARAGE

The wife of O. B. Coen underwent an appendicitis operation the 14th. Last reports are that the operation was very successful and she is gaining rapidly. T. Shelly's mother, Mrs. Dora Jones, also underwent an appendicitis operation at the Hollywood Hospital.

It is with deep regret that we learn of the death of Homer Vail's mother.

Scotty Mathies of the third shift is keeping warm now, having taken on the tire job.

One team of the Church Federation, Athletic Division League, received a lucky break when they signed up our Foreman, Doyle Rishel, who made himself star of the alleys a week ago Tuesday evening with a score of 211. He can be seen in action every Tuesday evening between eight and ten o'clock at the Luxor Bowling Alleys.

Dean Ovard traded in his well worn Ford for a (some say well worn) Dodge. He has it in good shape now and is just waiting to meet up with a Buick to test its speed.

Foreman George Borngrebe, whose wife underwent an operation some time ago, says she has since been suffering from a partially paralyzed right arm, but is receiving treatments now and shows a decided improvement.

Paul Wood found brick walls to be big, cold obstacles when his greasy shoe slipped off the brake onto the throttle.

C. Fletcher is suffering from double-coachitis which makes him walk the way he does.

Here is a little tip which may be worth investigating: J. Jones goes clear to Ox-nard for his cider.

Shorty Atchison, our transmission removing ace, had a transmission stick—but he got it out all right—in pieces.

E. C. Smith and J. E. Crabb are the new men on the second shift. C. Fletcher and A. Duffoth are the new men on the third shift. Arthur Winston is the new man on the wash rack.

Our friend, Claude Simmons, is developing housemaids' knee since arriving home evenings ahead of the wife.

W. W. Jacobson had a turkey dinner Thanksgiving, he being the winner of Benny's raffle.

J. P. McComish has left us, having been called to New York on account of his mother's poor health.

W. Craig was made eligible for the L. A. Railway Square and Compass club last Tuesday evening, and how!

Mr. Crocker of Westinghouse excited the curiosity of the feminine by taking some of our boys for a cruise. This last month Ray Anderson, Jack Savage, Benny Walters and their wives were the lucky guests. Mr. Crocker has a 36-foot cabin cruiser which has a speed of 12 knots per hour with a cruising radius of 1500 miles, and is completely equipped, with sleeping accommodations for six people. They sailed around Point Firmin, nine battleships and inspected the Lang Plane Carrier; finishing the day with a good dinner on the boat. Now the wives don't object to accepting such invitations.

Rowan and Gentry are our official radiator polishers.

George Baker says you cannot put eight compressors in five boxes and have an even number in each box.

Jack Savage thinks there are too many reciprocating gears and auxiliary shafts in a racing car. Every time he gets the race cinched something has to crystalize, or maybe the prize money wasn't enough. Anyway Jack is in fast company, five records being broken at Ascot last Sunday.

Jimmy Rowan (alias Ruin) says the Nash was a good car till he bought an eighteen dollar Ford. He's been working on it ever since.

Scotty Crawford reports that he knows the shop has grown since he worked in it before. The wrenches are larger.

R. Taylor likes the day shift O.K., but he hasn't told his wife of the change yet and still goes home at 12 p.m.



H. K. CONACHER

DIVISION ONE

Two of our duck hunters, Bill Houts and Tommy Noteman, after making another unsuccessful attempt to bag a few birds, this time down at Salton Sea, have decided to put their guns away until next year.

Carl Lacy and family enjoyed a big turkey dinner and a trip to Hemet on Thanksgiving.

A. A. Heffner, better known as "young Lindy," is contemplating getting married sometime in the near future, that is, as soon as he asks the "old man." Come on, boy, and get it over with.

S. D. Luckhurst, formerly one of the gang, paid us a visit the other day. Sidney is at present working out of Division Four as a motorman.

Harry Ogden has traded his Nash roadster in on a Stutz straight eight sedan. Some class to that boy.

"Doc" Carlile is always finding something. This time it was a young Persian kitten. He says that his Police dog needs a pal to play with. We feel quite sure the cat will have cause to be grateful for nine lives.

DIVISION TWO

Embarrassing moments—"Doc" Robey caught by his wife while trying to flirt with one of the wax figures in Grauman's Chinese Theater. They do look real, don't they, "Doc?"

J. Griffith was off for a few days last month, due to illness, but is now back in the harness and going strong.

"I'll have another plate," said E. Shaw, as he bit into an extra hard apple. Why not carry a spare, Ernie?

Tommy Lambert spent a few days vacation visiting Santa Barbara and various points of interest. He reports a very enjoyable trip.

Last week J. Pitts sold his old "Chevy" for twelve dollars, and the thing that is bothering us now is, who got the worst of the deal?

We were very pleased to have a visit from E. M. Lane, who has been on sick leave for the last two weeks. Gene says that he hopes to be back on the job in a couple of days.

Anyone who watched the flight of the Goodyear Blimp on its way to San Pedro one Sunday morning last month and wondered at its inability to gain altitude would probably have been surprised to know that H. T. "Babe" Brown, was the heavyweight who gave it that "low down" look.

Herman Tafel enjoyed a two weeks vacation last month, which he spent entertaining his mother, who was a visitor here from Florida.

We were sorry to hear that L. Catello's wife is ill and all wish her a speedy recovery.

L. Rasky is back on the job again after being off for two weeks with a broken thumb.

Scotty Carmichael, having completely recovered from a severe cold, has reported back for duty.

Harry Hunt was forced to lay off for a couple of days last month due to an injury to his back.

DIVISION THREE

The reason for that broad smile on the face of Chas. Unwin is the fact that his wife and daughter have returned from a vacation trip to England. They report an enjoyable trip but they are glad to be back in Los Angeles.

G. B. "Bud" Magin has purchased a new Oldsmobile sedan and expects to be able to take some long trips without thinking of having to walk back.

Painter P. Bachant is off on sick leave and will be glad to see any of the boys.

A spare tire is not the only extra a person should carry while driving an automobile; an extra red flag helps sometimes. For instance, when you are hauling lumber on a trailer.

A. Hamberg, who once said that he had no use for an automobile, has finally decided that they are pretty handy, after all. He has purchased a Chevrolet coupe.

DIVISION FOUR

M. Morrison spent last Sunday out on his folks' ranch, near San Dimas.

Billy Welch and family report they had a wonderful trip to Oxnard last Sunday.

George Lee spent last Sunday down at Point Firmin. We don't know whether George was fishing or not. However, we can't imagine George at the beach without his fishing pole.

At the present writing, J. W. Melvin, Foreman, and H. Earl, formerly of Division Three, are on a quail hunting trip up in Terwiliger Valley.

Clyde Holland has been transferred from the day to the night shift. Good luck, Clyde.

DIVISION FIVE

The Mechanical Department take this opportunity to extend their sincerest sympathy to Wheeler Ellis upon the passing away of his mother.

G. P. Macqualter, Assistant Foreman, in order to retain that school girl complexion, has taken up roller skating.

Tom Cosgrove and Bill McDonald tried their luck at hunting rabbits one day last month. If you want any rabbits, boys, talk to "Red" Fulton, maybe he will sell you a couple.



H. I. SCHAUBERT

Jake Zuber has finally picked a winner and being big hearted let the whole Track Department in on it. Those of us fortunate enough to be at the barbeque certainly owe Jake many apologies for the unkind things we have said about his previous unsuccessful hunting trips; and many thanks for his generosity in providing an ample supply of darned good meat.

Yes, Tom Bulpin has sufficiently recovered from the previous barbeque to give a credible account of himself, although many who attended thought that Charlie Plume had a little the best of Tom. Lester Turley faltered a bit but nevertheless finished a very good third.

If memory does not fail the Old Timers, this is the first time that the Track Department has been without a night work train crew. However, Frank South and "Big Boy" Van Brunt are performing very acceptably in the absence of said work train, although it was a terrible blow to Van Brunt when he discovered he would have to work out of the Yard, instead of sleeping in it.

When Pat Rooney's truck, No. 73, went on the bum the other day he was forced to take out No. 39. Bob Barrett, Foreman on the truck, had many complimentary remarks to make about a leaky exhaust manifold. Mr. Lindsay, will you please attend to this before Santa Claus hears Bob talking about you?

Ed Hafer has been relieved from duty on account of the age limit ruling. Jim Sperry will now guide the destinies of the patching gang.

If Johnny Hagerman keeps up his present pace on Hawthorne Boulevard the one lone job the Track Department has left on this year's budget will soon be a memory.

Dan Adams, Jimmy Taller and Dick Weston (The Human Rock quarry) have all agreed to save the Co-operative Association a lot of money. Thanks, boys, we need those four-bit pieces. Dan and Jimmy have already returned to duty and Dick will probably be with us again soon.

The recent reductions in forces caught our newest foreman, F. A. Pelligrino, out on a limb. His gang has been taken over by Pat Connolly, who recently completed quite a chore out on West Ninth Street.

Charlie McCallister, after spending much time getting accustomed to sleeping in the daytime while acting as night supervisor, is now out in the sunlight again. He is chaperoning the "kids" now operating the work trains on Hawthorne Boulevard. It's a ticklish job, Charlie, especially if you come up unexpectedly in back of Blackwell or Hammon.