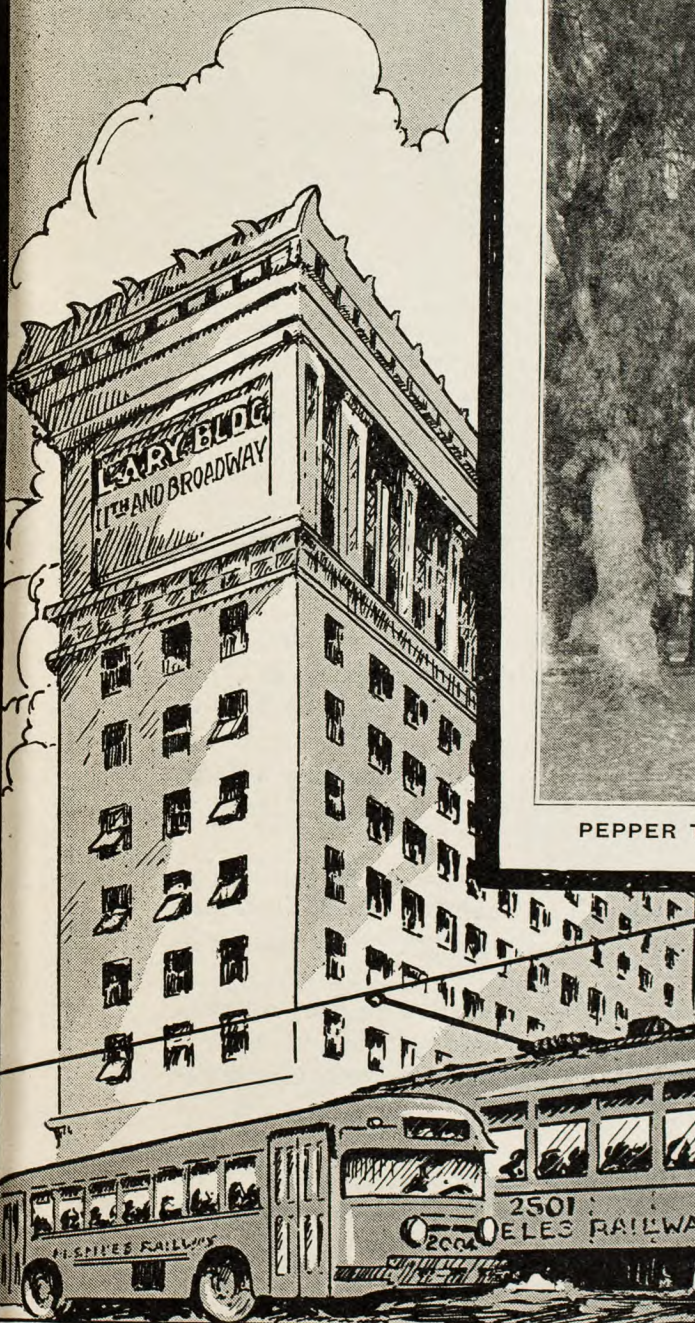
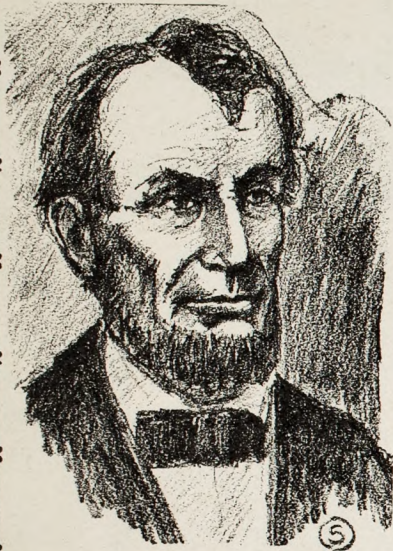


TWO BELLS



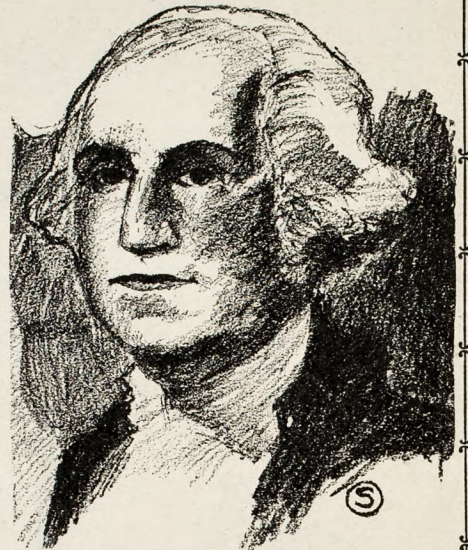
PEPPER TREE LANE—SANTA BARBARA AVENUE





BE courteous to all, but intimate with few; and let those few be well tried before you give your confidence. True friendship is a plant of slow growth, and must undergo and withstand the shocks of adversity before it is entitled to the appellation.

—Washington.



IDO the best I know — the very best I can; and I mean to keep right on doing so until the end. If the end brings me out all right, what is said against me won't amount to any-

thing; if the end brings me out wrong, ten angels swearing I was right would make no difference.

—Lincoln.

Man: An Implement

“A house divided will fall. Professional zeal and ability will never reach a true standard without cooperation.”

These two closely related axioms are found in the annual report of Mr. A. L. Lathrop, Secretary and Trust Officer of the Union Bank and Trust Company, as President of the Los Angeles Building Owners and Managers Association. They apply with equal force to the business of operating a street railway property.

Cooperation—meaning “working together”—is on the way to becoming a farce when the element of personal prejudice or favoritism is allowed to enter a business organization.

The advancement of the personal interests of a friend purely for friendship's sake, or the dismissal, demotion or retardation of one who, though capable and efficient, may be personally in disfavor, makes for disorganization—pulling apart rather than pulling together.

True cooperation—which in an organization like ours is, like justice, a prime factor of loyalty—is secured when we view our fellow-worker, perchance subordinate in rank, as an integral and necessary part of our big machine, just as important in his place as we are in ours, and give him full credit for his accomplishments regardless of our possible personal dislike of him.

On the other hand, we lack appreciation of the true spirit of cooperation if we allow a prejudice to become an obstacle or a drawback to any man who measures up to organization requirements.

Undue favoritism or prejudice sometimes becomes a boomerang.

By the way, do you know why Justice is depicted as a blindfolded woman?

Two Bells

A Herald of good Cheer and Cooperation.

Vol. X.

FEBRUARY, 1929

No. 2

Published Monthly by and for Employees of the Los Angeles Railway

JANET CONVERSE Publicity Manager
 W. T. SHELFORD Editor

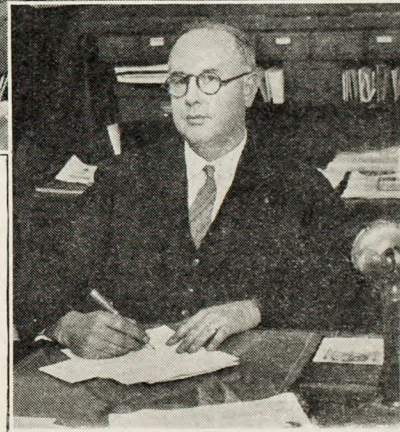
Coach Division Formally Opened



Although the new Motor Coach Division was opened on January 22nd, a dance held on February 2nd in the assembly room formally dedicated the building as the new quarters.

Tables for cards and other games have been provided. There are rows of lockers with room for additional ones as the demand arises. At the right of the picture are the new schedule boards. These boards are arranged with schedules under glass, making it easy to take off the time. Part of the assembly room has been partitioned off for a lavatory, shower and wash basins.

At the rear of the building three rooms are provided; one for Foreman C. O. Morse, the second for the supervisors and the third for the division clerks. The supervisors' room is being provided with a blackboard and chairs for instruction purposes. The division clerks' room is outfitted with a new counter and new ticket and transfer cases, making a complete unit for rapid handling of all transactions with motor coach operators.



Foreman Morse in his new office.

Accomplishments in Past Year

With the figures now available, the year 1928 shows a splendid record of accomplishment by the Engineering Department.

Over nine miles of single track were reconstructed at a cost of approximately \$400,000.00. The work required the use of 1700 tons of girder rail, 29,000 creosoted ties, 18,000 tons of crushed rock, 48,000 drain tile and 457,000 square feet of paving. Approximately \$75,000.00 was expended for repairs to paving and \$106,500.00 for new paving.

More than \$150,000.00 was expended on such jobs as change of grade on Vermont Avenue between 9th Street and Washington Street; Mesa Drive between Vernon Avenue and 60th Street; Vermont Avenue between 4th and 6th Streets and on Vermont Avenue between Manchester Avenue and 116th Street.

Fifty-nine miles of single track overhead were renewed, which required 155,025 pounds of copper trolley wire, and 118,100 pounds of 1,000,000 and

(Continued on next page)

Our Rate Case

On joint pleas of the State Railroad Commission and the City of Los Angeles, the United States Supreme Court has granted them three extensions of time of thirty days each in which to file certain documents in the rate increase case of the Railway which is now pending before that court.

The Commission and the City finally filed these documents on February 5th. The Railway has ten days from that date to answer.

At the time of the decision by the United States District Court and the appeal by the City and Railroad Commission from that decision to the United States Supreme Court, we confidently expected that the matter would be determined sometime this month.

However, the delays will probably postpone the final determination of the case until May.

600,000 CM feeder cable were used in connection with feeder work. Feeder and H. P. lines vertical and horizontal construction during the year cost approximately \$33,400.00. Three thousand poles, of various lengths, were used in keeping our distribution system up to our standard.

Twenty-one new coaches, 9 automobiles and 6 new trucks were added to our present fleet at a total cost of \$232,612.00. Total mileage for the year was 6,280,115.

High pressure wash rack and water spray system was installed at the garage, two-thirds of the fleet passing through each day for washing and cleaning.

Dynamometer stand for testing the power output at the driving wheels of coaches was designed and installed in order to make the proper adjustments to coach equipment. One hundred and fifty coaches were on the stand for different tests. The installation of the Cowdrey brake testing equipment now permits quick and accurate adjustments of brakes.

Even the handling of gasoline and oils is no small problem. Over 1,200,000 gallons of gasoline and 18,000 gallons of lubricating oil were used.

Our South Park Shops, with a payroll of over \$1,150,000.00 annually, report that 941 cars went through the Shops for various repairs and overhauling. At the divisions there were approximately 1,000 cars maintained for daily service. Eighty-one motor coaches were overhauled and 64 autos were repaired and repainted. The total number of 3,539 Store Orders on the Shops were completed and 91 Work Orders were finished. It required 691 Master Mechanic requisitions for special material.

The new automatic substation at Inglewood, including equipment and H. P., feeder and telephone lines, cost approximately \$129,406.00.

January Witness Figures Improve

The witness report for the month of January shows encouraging signs of improvement and is a good start for the new year.

Division Four once again takes first place in going over the seven point with 7:58, which is slightly better than their December figure. The boys of Division Three did not care much for third position so they got busy and dislodged Division Five out of second position with 6.61. Division Five was forced to third position with 5:55.

Division One increased its figure from 4.63 in December to 5.01 in January, but it still holds cellar position.

Division Two holds fourth position in January with approximately the same figure as that of December.

The following are the relative positions and comparisons with December, 1928:

	Dec.		Jan.
Div. 4	7.24	Div. 4	7.58
Div. 5	6.06	Div. 3	6.61
Div. 3	5.94	Div. 5	5.55
Div. 2	5.46	Div. 2	5.44
Div. 1	4.63	Div. 1	5.01

The total average for all Divisions for January was 5.95 and for December, 5.73.



Standing, left to right: J. Wismer, guard; A. Rook, forward; W. Bradshaw, forward; R. Disney, center; M. Donahue, center; B. Tyler, guard; H. Houseworth, forward; B. Conen, guard.

Front row: W. F. Foster, Manager, forward; F. Van Vranken, Manager Motor Coach Division; C. O. Morse, Foreman, Motor Coach Division and B. Gagnebin, Captain, guard. The reserves not appearing in the photograph are: J. Billings, guard; F. Shafer, center, and J. Barton, guard.

Larys Out For Basketball Trophy

With this issue the Lary "yellow-jackets" make their initial appearance as a basketball team.

These young hornets of the Motor Coach Division have already proven themselves basketball players in starting the season on January 18th by defeating the strong Gilmore Oil Company's five to the tune of 30 to 22. The Larys in their new gold and black uniforms were very attractive as "basketeers" and there was plenty of flashy playing.

In their second game on January 25th, they were pitted against their friendly rivals, the Los Angeles Motor Coach, and in this game the Larys

went to bitter defeat with a score of 8 to 10. It was a closely contested game but the green shirts were a little too much for them.

On February 1st, the Larys met and defeated the Los Angeles Gas and Electric Company's five—26 to 24. This was a hard game and a five minute extra period was necessary to break the tie.

At the time of going to press, the Larys are scheduled to meet the Santa Fe Railway, but definite date is not set. This should prove a very interesting and hotly contested game, as the Santa Fe's squad is a strong aggregation.

On February 15th, the Larys are scheduled to meet Foster and Kleiser; on February 22nd, the Pacific Mutual, and on March 1st, they are matched against the International Harvester Five. All of these games are scheduled to be played at Lincoln High School and will complete the first half of the series.

The following is the present line-up of the teams:

Team	Won	Lost	Pct.
International Harvester	3	0	1.000
Santa Fe Railroad	2	0	1.000
L. A. Ry. Motor Coach	2	1	.666
Gilmore Oil Company	1	2	.333
L. A. Motor Coach	1	2	.333
Pacific Mutual	1	2	.333
Foster & Kleiser	1	2	.333
L. A. Gas & Electric	0	2	.000

January Complaints Soar Skyward

Just when the skies of ill-will are clearing and fair weather seems imminent, along come clouds of despair charged with destruction to former foundations of better understanding and the edifices built on mutual respect to passengers disappear like so many air castles. That may sound poetic, and for those not so inclined, here are a few cold figures to ponder over:

Complaints increased from 175 in December to 214 in January, or an increase of 39. Discourtesy, the main classification increased 23; Fare and Transfer Trouble, 12; Starting Too Soon, 5; Carrying Passengers Past Stop, 6, and Dangerous Operation, 2.

Only two classifications offset these increases: Carrying Passengers Past Stop which showed a decrease of 6, and Short Change with a decrease of 3. Miscellaneous stood at 34 for December and the same figure for January.

Commendations Less

There was a shrinkage of nine commendations for January. The figure for December was 56 and for January, 47.

C. E. Culver Assigned To Legal Department

Several changes have been made in the personnel of the tenth floor of the Main Office Building.

Mr. C. E. Culver has assumed a very responsible position as business agent for the Legal Department and has established his office in that department. Mr. Culver will still act as Secretary of the Huntington Land Company and of the Huntington Library Board. Although his many friends will miss him in the office of the President, they are glad that he has received substantial recognition of his ability.

Miss Phelps, formerly of Mr. Week's office is now assisting Miss Quigley in the President's office and Miss Christensen, formerly of the Purchasing Department, has taken Miss Phelps place in Mr. Week's office, and Mrs. Wiegand, formerly of the Claim Department, has taken Miss Christensen's place in the Purchasing Department.

Miss Quigley, in addition to her work for the Huntington Library Board is taking care of Mr. Kuhrts' work in the absence of Mrs. Roberts. Mrs. Roberts' health is improving and it is expected she will be back at her desk before very long.



Qualified Champs in Quoit Quarrel



As that noble animal, the horse, passed, so also is the game of horse-shoes doomed. Quoits has been introduced at South Park Shops and this game has become one of the Shops' ranking sports.

This indoor sport has many enthusiasts as may be seen in the photograph, and on a recent championship tilt for singles, the game turned out to be a near riot.

The big game was staged between Hugh Lendy of the Electrical Repair Department and George Hoffman of the Carpenter Shop. After undergoing a strict medical examination by "Doctor" Jack Bailey, both contestants were pronounced fit for the ordeal.

Lendy started off with his usual spectacular playing, taking an early lead on Hoffman. However, Hoffman, encouraged by the many fans on his side, regained his composure toward the last of the game, but it was too late. Lendy strengthened his lead, winning the game of 35 points with Hoffman trailing him with 24 points.

In the photograph Walter Brown, General Foreman of the Shops, and spokesman at the presentation is seen pinning the medal on the blushing Lendy with much pomp and ceremony. Hoffman, (in white overalls), is the defeated champion.

These events are being sponsored and encouraged by the Shops' officials and are intended to create interest in recreation and good fellowship.

To prevent any confusion as to those in authority during the contest, tags bearing titles were supplied officials. Reading left to right: W. Davis, referee; Jack Bailey, doctor and water boy; George Hoffman,

Hugh Lendy, Walter Brown, spokesman; J. T. Watts, J. M. Spearing, judges and J. E. Steenrod, score-keeper. Steenrod does not appear in the photograph. He was standing close to the scoreboard beyond the range of the camera, and in the rush to get in the picture, he was trampled on and in no condition for a photograph.

Father of Mr. Hill Passes

Flowers and words expressing sympathy of numerous friends and co-workers were received by R. B. Hill, Assistant Manager of Transportation, on the death of his father, Mr. George W. Hill, who passed away on January 11th, after a brief illness. Mr. Hill was 89 years of age on his birthday last June. He died at the home of his niece, Mrs. Fred E. Brown at Sawtelle.

Mr. R. B. Hill escorted the body to Douglas, Kansas, for burial.

New Instructions For Conductors Soon Available

There has been a little unavoidable delay in publishing the Instructions to Conductors for 1929. However, it is expected these pamphlets will be available shortly after this issue of Two Bells is off the press.

Although the 1929 issue will be somewhat smaller than that of 1928, there are a considerable number of changes in the new issue that conductors are urged to familiarize themselves with.

Bulletins will be posted notifying conductors when these new pamphlets are available.

Square and Compass Club Elects Officers at Annual Meeting

At the annual meeting of the Los Angeles Railway Square and Compass Club, election of officers for the year 1929 was held in the Blue Room of the Masonic Temple, Saturday, January 19th, 1929. Approximately one hundred and fifty members were present and the voting resulted as follows:

For President, J. E. Steenrod; First Vice President, P. T. Klingelsmith; Second Vice President, John Collins; Third Vice President, M. E. McCune; Treasurer, C. A. Henderson; Recording Secretary, D. H. Johnston; Financial Secretary, Julius Blum, and A. G. Rex, Marshall.

The evening started off with a sixty-three dinner which was followed by initiation of candidates. Eleven aspiring brothers stood the ordeal and were duly admitted to membership. Election of officers was the last order of business.

Degree Team Busy

The Degree Team, together with several members of the Club, conferred the degree of Master Mason on Harold Petrie, Draftsman in the Engineering Department in Golden State Lodge on January 24th, and also on P. V. Mathews, Investigator, in Henry S. Orme Lodge on January 31st. In the absence of J. H. Sheridan, Captain of the Degree Team, P. T. Klingelsmith assumed charge of the degree work.



Motorman G. Dahlberg of Division Three with his sister and cousin, taken on his recent visit to Stockholm, Sweden, as Dahlberg puts it "up near the top of the world."



Standing, left to right: Motormen W. O. Lambertson, J. F. McCormick, S. B. Sloan, W. D. Everett and Dave Rogers.

Seated: Conductors F. R. Nye, John Sproule, J. G. Newell, A. B. Morse, and G. M. Wieman.

The ten top men of Division One, as shown in the photograph, represent the aggregate of 286 years of continuous service in platform work in the Los Angeles Railway and their records over this long range of years are a source of pride to Superintendent Williams. When asked for the top men of his Division, he stated they were scattered over all five divisions, inasmuch as they had all received their early training at Division One, the oldest division. However, the ten men in the picture are the ones who have stayed with their Alma Mater, and look fit for a good many years.

Motorman W. O. Lambertson was employed on August 1, 1891. He was born in Elmore, Illinois, and was formerly occupied in dairy and fruit business. Bill has been on the mail car now for about two years.

Motorman J. F. McCormick was employed on December 30, 1909. Mac left his parent division to go to Division Five when the latter division opened in 1913. He traded seniority with J. L. Steele to get back to the old camping ground in November, 1920. Before coming to Los Angeles, Mac was engaged in farming in northern Illinois.

Motorman S. B. Sloan was employed on December 21, 1899. He was also a farmer before taking up railroading.

Motorman W. D. Everett joined the organization on August 27, 1900. He was formerly engaged as trainman in Chicago.

Motorman Dave Rogers started with the company on August 1, 1911. He left Division One to go to Division Five but traded seniority with C. L. Fred on November 24, 1920, in order to get back once again on familiar soil. Dave is a native son from Grass Valley, California.

Conductor F. R. Nye was employed on January 22, 1899. Frank hails from Beloit, Wisconsin, and was formerly a brakeman on the C. & N. W. He is now helping out Bill Lambertson on the mail car.

Conductor John Sproule started in on March 25, 1898. Sproule was born in Ireland and used to be in the grocery business.

Conductor J. G. Newell joined the forces of the Company on January 11, 1899. He is a native of Lawrenceville, Illinois, and was formerly a hotel clerk.

Conductor A. B. Morse was employed on March 20, 1899. He was born in Westfield, Mass., and moved to the Coast many years ago. Morse was employed in the Claim Department of the Company several years ago.

Conductor G. M. Wieman was employed on August 8, 1899. He was born in Williams County, Ohio, and was formerly engaged in the grocery business.

And that completes the list of the ten toppers—five motormen and five conductors.



When John Henry Sheridan, Superintendent of Employment, Instruction and Safety, stepped into his office on the morning of January 8th, he was so surprised that you could have knocked him down with a ten-ton truck.

On his desk was a letter signed by attaches of the Employment, Instruction and Safety Departments, expressing their admiration, loyalty and good fellowship. Before him on the desk was a handsome desk set, finished in bronze, consisting of hand blotter, letter opener, tray, permanent calendar, large table blotter—in fact, all the accoutrements necessary to add dignity to the occasion of the arrival of his new office furniture.

Needless to say, Jack Sheridan was very much impressed and, as each one filed in his office during the day, he exchanged greetings, thanked them for the gifts, opened up a bottle of ink, filled his fountain pen and allowed the visitors to smoke their own cigars provided they brought their own matches.

Otherwise the day was quite uneventful and, as a fitting climax, the photographer did his best to get a true likeness of Jack and his esteemed gifts.

Mrs. Callahan Passes

It is with the deepest sympathy that we chronicle the death of Mrs. E. L. Callahan, beloved wife of E. L. Callahan, Vice President of the Huntington Land Company. Mrs. Callahan passed away on January 22nd at their home in Sierra Madre after an illness extending over nearly a year. Four young children are left to mourn the loss of their mother.

New Coach Line

A new coach line, to be known as the "Slauson-Fairview Line," will be put in operation on Saturday, February 16th. The route will be from 54th Street and Angeles Mesa Drive along Angeles Mesa Drive to Slauson Avenue, west on Slauson to Overhill Avenue, south on Overhill to Fairview Avenue, west on Fairview to Highland Avenue. Connections with Los Angeles Railway cars will be made at 54th and Angeles Mesa Drive.

The fare will be seven cents, or one token, without transfer, or ten cents with transfer, the same as other Group "B" motor coach lines. School tickets are not honored. Free transportation will be the same as Inglewood Line.

There will be approximately thirteen hours of service daily, and twelve hours Sundays and holidays.

Turn Back Service Discontinued

On Sunday, February 3rd, schedule changes were made on the "V" Line which provide for 20-minute service on Leonis Boulevard to Downey Road from 8:00 p. m. to midnight. The last car now leaves Leonis Boulevard and Downey at 12:18 a. m.

On the same date new schedules were put into effect on Line "E" discontinuing turn back service at Arbor Vitae and Avenue 45 and providing through service to Inglewood and Eagle Rock.

On January 13th, Line "M" cars commenced operations through to 116th Street by the discontinuance of turn back service at Manchester.

Here is a good chance for attaches of the Transportation Department to check up on their familiarity with the names of their associates. Each of the fifty definitions below fits a name of an employee in the offices of the Department, whether located in the Los Angeles Railway Building, in the Administration Building at Division Four or at a Division office. Seven of these names, numbered 13, 24, 25, 29, 36, 37 and 45, though pronounced the same as those defined are spelled differently. One name is a repeater. Here is a cue:

No. 17: "One who saws wood." The name is obvious—"Sawyer." Incidentally Harry "saws wood" in the Dispatcher's office.

Now, go to it and test your wits. The name of the winner, or the one who does the best guessing (whose only prize will be pride in accomplishment) will be announced in the next issue of Two Bells. Send your answers to the Contest Editor, Room 601. Number the names in the order printed.

- 1—Stain.
- 2—Concede.
- 3—A builder.
- 4—Angler.
- 5—British nobleman.
- 6—Sewing machine attachment.
- 7—A hutch.
- 8—Edible leguminous seed.
- 9—Penetrate.
- 10—A liquor made from pears.
- 11—Deducts.
- 12—A prison.
- 13—At a great distance.
- 14—New York island.
- 15—Old English pageant dance.
- 16—Carrier.
- 17—One who saws wood.
- 18—Natural land elevation.
- 19—A forger.
- 20—A color.
- 21—Another color.
- 22—Seller of wearing apparel.
- 23—Maker of wearing apparel.
- 24—Prohibition emblem.
- 25—Founder of a religious sect.
- 26—Citadel.
- 27—To shrink from.
- 28—Variety of peach.
- 29—Like sheep's fur.
- 30—Protects.
- 31—Forest.
- 32—A kind of tenon.
- 33—Inhabitant of northwestern Europe.
- 34—Petty naval officer.
- 35—Stitch in crocheting.
- 36—Dispose in due order.
- 37—A human being.
- 38—Those living nearby.
- 39—Common kind of moth.
- 40—Den.
- 41—Intends.
- 42—Candies.
- 43—Part of fishing tackle.
- 44—Article of clothing.
- 45—Agony.
- 46—English city.
- 47—Provincial British Premier (deceased).
- 48—Pit.
- 49—California county.
- 50—Limpid.



BIOGRAPHICALS

For (1) Conductor M. B. Assel, (33) A. A. Goldsmith, and (13) J. J. McFarlane all of Division Four from Nurse Miriam Jean Rollins who praises them highly for being splendid, kind and gentlemanly.

For (2) Conductor X. Bryan of Division Two from Miss Clark for his kindness in preventing her from falling.

For (3) Conductor M. C. Matthews and (20) Motorman C. Steele both of Division Two from L. H. O'Loughlin for their courteous and prompt service.

For (4) Conductor R. G. Monahan of Division Three from Mrs. A. Zeibig for his kindness and courtesy in helping a blind man from the car to the curb and doing it with a smile. Also Mrs. Leo H. Gondolf of Ransome, Illinois,

compliments him for his courteous consideration to ladies and children.

For (5) Conductor J. E. Deane, (18) Conductor S. G. House, (15) Conductor A. R. Robertson and (49) Motorman V. A. Chuning all of Division Two from Mrs. Catherine Van Vleet for their courtesy, kindness and cheerfulness.

For (6) Conductor C. O. Haugen of Division Two from S. J. Murphy for practically saving the lives of one of the members of his association and his mother.

For (7) Conductor W. Jennings, (16) Conductor G. G. Heiser of Division Two, (34) Conductor J. C. Phillips of Division One and (10) Conductor T. D. Hall of Division Three from Miss Ella

M. Kennedy for their kindness and courtesy throughout the past year.

For (9) Conductor H. W. Quam of Division Three from Mrs. E. Lawler who states that "All questions asked this man are answered with kindness, patience and interest. No chance to aid mothers or patrons is missed by him; and owing to his keen observation and feeling for the comfort of those using your cars, he watches shades and windows, and adjusts them to protect clients from discomfort of any kind."

For (11) Conductor T. W. Muller of Division Two from C. J. Goldsmith for his courtesy in helping a disabled negro from the car to the curb.

For (12) Conductor D. MacTaggart

of Division Two who is highly commended by Mrs. C. W. Sherwood, a stranger in Los Angeles, for his courtesy and thoughtfulness.

For (14) Conductor W. Vander Aarde of Division Two from L. J. Moren for his kindness in lending him fare.

For (17) Conductor C. P. Lazar, (29) Conductor D. O. Carr and (30) Conductor A. L. Morris of Division Three, (21) Conductor A. J. Baker and (26) Conductor W. B. Mills of Division Two from Chas. H. Johnson for their courtesy and kindness throughout the year. Mr. Johnson, who is crippled, also especially compliments (8) Motorman O. C. Adams of Division Two for his thoughtfulness. During the recent rain Motorman Adams waited for Mr. Johnson to make his way to the car through the maze of traffic.

For (19) Conductor H. W. Hillesheim of Division Four from Mrs. Mary C. Lines for his kindness in paying her fare when she discovered she had forgotten her purse.

For (22) Conductor E. E. Wilke of Division Four from Grace Sparks for having a smile for everyone during a terrific rush and being very conscientious with his work.

For (23) Motorman L. E. Stroder of Division Three from Charles J. Shoning for his quick action in avoiding an accident and the cautious manner in which he operates his car.

For (24) Conductor M. B. Whitaker of Division Two from Arthur H. Hurd for performing his duties quickly, courteously and efficiently.

For (25) Conductor T. C. Chase of Division Two who is commended by Albert Gray for the pleasant manner in which he assisted an elderly lady who was in difficulty.

For (27) Conductor R. E. Johnson of Division Two from Mrs. M. H. Pope for his courtesy in giving information.

For (28) Motorman J. L. Smith of Division Three from Harry H. Cate for his courteous service to all passengers.

For (31) Traffic Man Carl Gutknecht from Mrs. H. Pope for his kind attention to children and their mothers.

For (32) Conductor J. A. Sproule of Division One from Mrs. A. P. McPherson for his kindness and courtesy in helping her board his car which was made difficult due to the fact that she had to carry her six year old crippled son.

For (35) Conductor A. Norman of Division Four from Miss Eleanor J. Rogers for helping a stranger get off at her proper corner.

For (36) Conductor H. Russell of Division Five from Mrs. C. Bayha in appreciation of his kindness in lending

her fare when she found she was without change.

For (37) Conductor R. T. Anderson of Division Five from Mrs. E. Blankenship for his kindness and courtesy.

For (38) Motorman F. R. Stotts of Division Three from O. H. Clark for his kindness in slowing up and allowing him to make a transfer.

For (39) Motorman L. E. Winner of Division Four from Grace Sparks for having a smile for everyone during the rush hours and being very conscientious with his work.

For (40) Conductor F. D. Millican of Division Three from Earl C. Hunter for his pleasing personality, sense of humor and courtesy. Conductor Millican is also commended by John Sullivan for his pleasant manner to all passengers.

For (41) Conductor A. I. Brennan of Division One from Mrs. G. S. Sessions for his solicitous attention to an aged lady who was evidently unused to traveling; also his courtesy to all other passengers.

For (42) Conductor O. C. Nopher of Division One from Mrs. M. K. Broughall for the gentlemanly manner in which he loaned her fare when she discovered she had forgotten her purse.

For (43) Safety Operator H. Howard of Division Four from John Tomaszewski who highly compliments him for his kindness and efficient manner in straightening out a misunderstanding on the part of a new trainman who had incorrectly read the schedule to operate his car through to the terminal. Operator Howard transferred passengers to his leader thus enabling them to go to the end of the line.

For (44) Conductor C. R. Aker of Division Three from H. C. Vokelsang who is very grateful to Conductor Aker and highly compliments him on his honesty in returning a valuable package.

For (45) Motorman W. V. Edwards of Division One from Mr. Wm. Rosen for his thoughtfulness and goodfellowship which he manages to radiate to all his fellow beings.

For (46) Conductor E. R. Leggett of Division Two from Sam C. Covert for his courtesy and kindness.

For (47) Conductor D. R. Hensley of Division Five from M. B. Smith who states: "He is wide awake and courteous and always sees and helps, without seeming to make any effort or commotion."

For (48) Conductor J. F. Bray of Division Two from M. Burney Porter for his courtesy and pleasantness during an altercation with a passenger.

For (50) Conductor E. S. Dean of Division One from Miss Helen F. Mit-

chell who praises him for his courteous and obliging service.

For (51) Conductor S. D. Selby of Division Two from Arthur Ford for his kindness and consideration.

A Fortune Lost!

This tale may have a happy ending yet, but up to date we do not know it.

It is the sad story of a Trainman who signed a contract without reading it.

In 1922 he went down into the wilds south of Inglewood and bought a couple of lots on a contract of sale from the owner. This contract is the cause of this unhappy story. It had a page and a half of printed matter, every word of which was intended to ensnare the careless signer, but the Trainman blithely put his name to it without reading it because he said he was in a hurry to get back to town.

Every month since the day the contract was signed he has paid his monthly installments on the lots regularly. To make matters as bad as possible for himself he did not even record the contract.

About three weeks ago the Lawndale oil boom started right within a few blocks of his lots—Hurrah! now he would be a rich man, but a still small voice whispered to him to read that page and a half of finely printed matter on his contract and he did. Then he forthwith came to the company with that contract. The man who is versed in legal lore told him he was lucky if he still retained any right whatever in the two lots because he had failed to record his contract.

The Trainman's dream of untold wealth was quickly banished by a clause on the finely printed page. This clause provided that the party of the first part, who sold the lot to the Trainman, the party of the second part, would have the right, at any time, to enter upon the premises and drill for oil, or negotiate with an oil company and the buyer, the aforesaid Trainman, in the event that oil was discovered on aforesaid lots, would have coming to him 1/92nd of 1/8th of the oil. Not only that but had he built a house upon the premises the man who sold the lots to him could, at any time, erect an oil derrick on his front lawn and he could raise no objection.

It pays to read before you sign and if you do not understand the provisions of a contract offered you to sign, take it to someone who can explain these provisions. Had the Trainman followed such a procedure he probably would have had the clauses concerning the oil stricken out, or would have bought lots in the same section that had no oil restrictions.



Dan Healy, the Lion Hearted

There have been lots of puns about Daniel Healy and the Lions' Den, but Danny is really a "Lion" himself, as he is full fledged member of the Lions Club of Los Angeles.

In the January 18th issue of the Lions Club magazine there is an article about two little girls who lost their mother the Sunday before Christmas and their daddy was out of work. The Lions got busy—saw to it that they were outfitted with clothing, toys, etc., and then Dan found a job for the little girls' daddy. We are quoting the following extract from the article:

"The father just had to have a job, so Dan Healy was called upon to see if something could not be done for Mr. Hurlburt, with the Los Angeles Railway. Dan got busy with the result that this office was called on the phone Monday afternoon, and Mr. Hurlburt informed us that he starts in on Tuesday morning in the Engineering Department of the Los Angeles Railway.

"That's service with a capital 'S.' That's what we call real, genuine Lionism. More power to you, Dan Healy. On behalf of the little girls and the father we thank you and the Los Angeles Railway Company."

Frederick B. Henderson Called Beyond

The sympathy of his many friends is extended C. A. Henderson, Secretary and Comptroller of the Company, on the death of his brother, Frederick B. Henderson, Vice-President of the Associated Oil Company and Director of the American Petroleum Institute, who passed away at the Merritt Hospital, Oakland, on Saturday, January 12th, following a heart attack.

Mr. Henderson was a prominent figure around this city and many old timers will remember his trips to the old country club at Pico and Western many years ago.

He was appointed General Superintendent of the Associated Oil Company in 1902 with offices at Bakersfield. Three years later he was appointed Manager of the Amalgamated Oil Company at Oakland. He is survived by his wife, son and daughter.

IMPORTANT NOTICE

If you change your residence address or if any change occurs affecting the original record filed by you, advise your division foreman or department head at once so that the change may be registered with the Central Employee Record File in the Main Office. **This is important to you!**



"Mike" Pearson on the summit of Mount Baldy.

On the morning of January 1st, 1929, while thousands of people were basking in the warm sunshine of the valley viewing the Tournament of Roses in Pasadena, Motorman William Pearson of Division Three, mused his way, at times through five feet of snow, to the summit of Mount Baldy, 10,080 feet above sea level, maintaining the reputation and adding to his laurels as "Hiking Mike."

He was the first man to reach the summit and register in the year 1929. Mike has been doing this regularly now for the past several years. On the latest accomplishment he had three companions with him and the photograph was taken shortly after arrival at the summit and after Mike had registered in the book at the extreme right of the picture.



"A hunting we have went." Motorman Earl Downing, Conductor-Line Instructor "Hank" McDonald, and Conductors Tom Carey and Bill Langdon all of Division Five, bagged twenty rabbits on a hunting expedition at Palmdale.

Friends, Romans, Countrymen, lend me your ears!

The ancient and noble custom of adorning heroes with diadems of costly jewels has not lost its significance even at South Park Shops. Of course, an ultrafashionable gentleman such as Benjamin Bradfield, General Foreman of Stores, could not be expected to wear a crown even on the bowling greens of the Shops, so with fitting ceremony in the presence of several satisfied customers, Ben was crowned with a derby on the eleventh day of January in celebration of his achievement in securing his citizenship papers. Luckily for Ben, his ears prevented the derby from falling over his face and shutting out the daylight.

Overcome with emotion, and amid loud cheers, Ben responded the best he could under the circumstances and to same him prolonged embarrassment, the shop whistle blew and terminated further deliberations, much to everyone's satisfaction.

We have it from a reliable source that Ben is from Scotland Yard, although it has not been definitely established whether he was an official of that institution or an inmate. However, Ben started off well as an American citizen by filling his pockets with Chinese lottery tickets.

Builders of Eternity

The other day Motorman H. F. Swabby of Division Two, while going through some belongings of his son who died on Flanders Field during the World War, came across a piece of poetry which his son had clipped and carried with him overseas. The author of this poem is unknown:

Isn't it strange that princes and kings
And clowns that caper in sawdust
rings,
And common folk like you and me
Are builders of Eternity.
To each is given a bag of tools,
A shapeless mass and a book of
rules
And each must make, ere life is
flown
A stumbling block or a stepping
stone.



Murphy's



The janitor's little boy, very black, was nicknamed "Midnight" by his white friends. He didn't mind their calling him that, but when one day one of his own race exclaimed, "Hello, Midnight!" he retorted indignantly:

"You'se jes' about quarter to twelve yo'self."

"I'd like to speak to the master of the house," said the caller.

"I'm sorry," said the maid, "but I've just got him to sleep and in his crib."

He: They say that Miss Schreecher's singing at the concert moved the audience to tears.

She: Well, I'm not at all surprised. We used to live next door to her, and her singing moved us into another block.

The argument between Harry and Larry was waxing warm.

"Say!" Harry ejaculated. "Do you want me to knock you into the middle of next week?"

"I'd certainly appreciate it," responded Larry gratefully. "I've got a date with your girl for Wednesday night."

Sam (watching the construction of a new filling station): "Boy, white folks is sure intelligent."

Sambo: "How do you arrive at sech a reduction?"

Sam: "Dawgone if dey don't know just whot lots to dig on fer to get gasoline."

"How much are yer fish, Mr. Goldstein?"

"Eight cents a pound, Mrs. O'Brien."

"I'll take two of them. How much will they be?"

"Let's see: Eight pounds—eight times eight are eighty-four. Take them for seventy-five cents, Mrs. O'Brien."

"Thank ye, Mr. Goldstein, I'll do that. Ye're always good to the Irish, I'll say that fer ye."

The hammock of the old days had at least two advantages—it didn't require gasoline or tires.

Donald (to wife at English railway station): Wha! Ye canna get a porter tae tak oor luggage?

Wife: Na, na. Ye try, Donal', ye're accent's no' quite sae noticeable.

"Where'd you get that eye?"

"You know that pretty little woman we said was a widow?"

"Yes."

"Well, she isn't."

Trainman Smith (trying to locate his last pay): Let's see, I had eighty-five bones. Spent twenty on likker; lost forty-five in a crap game; and—er—I musta spent the other twenty foolishly.

Comedian: "Poor old Harry got the bird properly last night. They hissed him right off the stage. Then I came on. The audience quieted down and listened to my first number with every attention. Then, just as I was giving 'em my patter, blowed if they didn't start hissing old Harry again."

The rain it falleth on the just
And also on the unjust fella.
But chiefly on the just, because
The unjust steals the just's umbrella.

We don't know. It may be true that money talks, but every dollar we get seems to be out of breath when it reaches us.

Grocer: "It's no use suing you. Here is a receipt for what you owe. We'll call it paid."

Deadbeat: "Fine."

Grocer: "Well, what are you waiting on?"

Deadbeat: "Isn't it er-er-customary to give a fellow a cigar when he settles his account?"

"De doctah say I got too much io'n in muh blood."

"Does you eat much po'k, nigger?"

"Sho', whufo' yo' ask?"

"Nigger, you's full of pig-io'n."

Pat's left eye was badly discolored. His wife asked who did it?

"Mike Murphy," he replied sadly.

"What!" she exclaimed, "do you mean you let a little shrimp ilke Mickie Murphy black your eye?"

"Martha," said Pat, holding up his hand reproachfully, "don't spake disrespectfully of the dead."

Colored Customer: "Ah wants a quote of sanctified milk."

Storekeeper: "What you-all mean is pacified milk."

Customer: "Look heah, small one, when Ah needs inflammation, Ah'll specify."

Members of the "B.O." Club

"Jerky" Jimmie believes in taking it out on the equipment when he's late!



"Guss" Todian of the fare box greets 'em like this!

A Perfect Day for Passengers

Lady to waiter in station restaurant: "Did you say I had twenty minutes to wait, or that it was twenty minutes to eight?"

"Nayther: Oi said ye had twenty minutes to ate, an' that's all you did have—and yer train's jist gone."

Sam: "Don't yo' go foolin' wid me, boy. Does yo' know who Ah is?"

Rufe: "No. Who am you?"

Sam: "Ah's de Count Ten, dass who!"

There was a young fellow named Pratt,
Who stopped near a mule for a chat;
When he woke up in bed,
A day later, he said:
"Well, I sure got a kick out of that."

Dietitian: "—a few leaves of lettuce without oil and a glass of orange juice. There, madam, that completes your daily diet."

Mrs. Amplewaite: "And am I to take this before or after meals?"

An Englishman was visiting this country for the first time, and as he was driving along the highway, saw a sign "Drive Slow. This means YOU!"

The Englishman stopped in surprise and exclaimed, "My word! how did they know I was here?"

Lawyer (to flustered witness):: Now, sir, did you or did you not, on the date in question or at any other time, say to the defendant or anyone else that the statement imputed to you and denied by the plaintiff was a matter of no moment or otherwise? Answer me, yes or no.

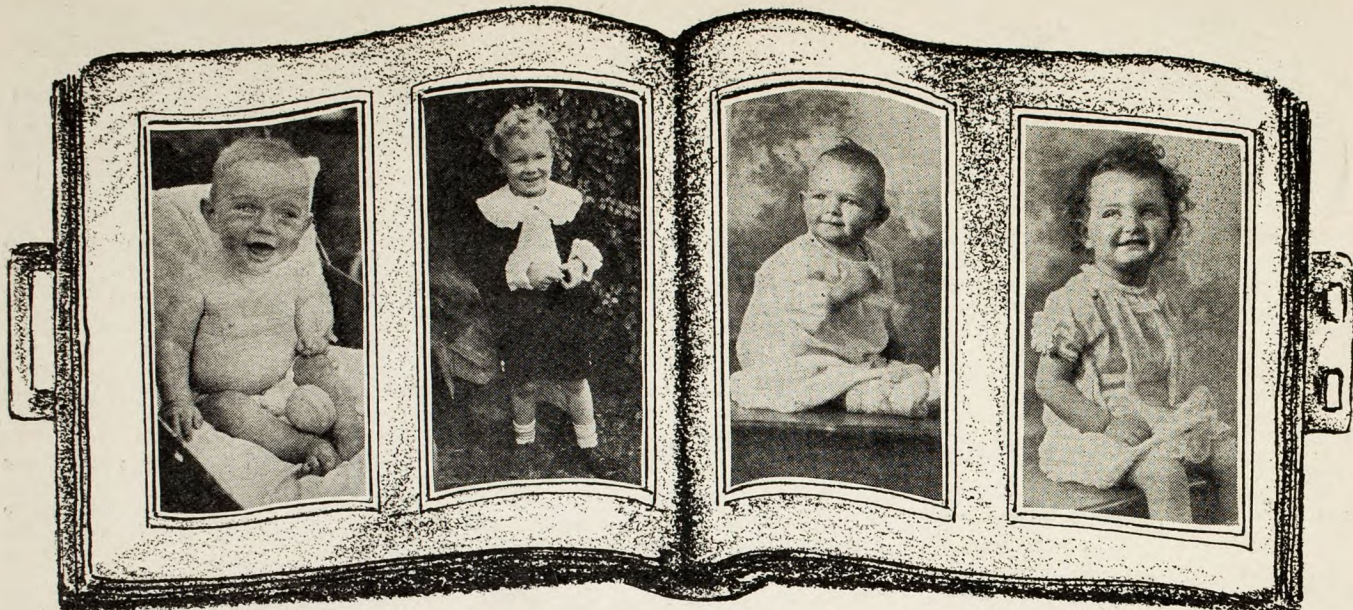
Bewildered Witness: Yes or no, what?

"Every time I kiss you, it makes me a better man."

"Well, you don't have to try to get to heaven in one night."

Boxing Instructor (after first lesson): "Now, have you any questions to ask?"

Beginner (in a daze): "Yes, how much is your correspondence course?"



Billy Bosanko, five months, son of Percy Bosanko of the Garage; Jackie Thomson, four years, son of Conductor W. J. Thomson of Division Two, and two bright lights in the home of Conductor A. Light of Division One—Bernice Light, seven months and Henrietta Light, two years.



This news is just a trifle late, but sometimes secrets are kept for several days before they finally leak out. On the 14th of December, Conductor J. O. Hollis of Division Two was secretly married. Here's wishing them all kinds of luck and thanks for the cigars when they arrive.

On January 13th Conductor A. Rogers married Miss Elizabeth Fogle, sister of Motorman E. E. Fogle. They were married at Mr. Fogle's home, and will be at home at 3334 Idell Street. All the boys extend congratulations.

We are in receipt of information that Steve Trefens of the Carpenter Department, was married on October 20th. Our congratulations are a little late but Steve now holds the Shops' record for holding out on the boys.

Much to the surprise of his many friends, Conductor J. C. Selvage took a few days off and returned a married man. This happy event happened on January 16th. We all extend our most sincere congratulations.

For Sale

Columbia Grafonola, Type G-2, perfect condition, 49 records; radio case can be added, \$30. Carpenter J. Dye, 1010 Rosewood Avenue, Inglewood.

Player Piano, apartment size, mahogany finish, excellent condition. Three dozen rolls. Price \$200. Conductor L. G. Monahan, 2807 Huron St., Capitol 5943, Division Three.

Appreciation

We wish to express to the employes of the Engineering Department our sincere appreciation for the floral pieces and words of sympathy in the death of our husband and father.

Mrs. M. Seehorn.
Ira H. Seehorn.
W. E. Seehorn.

* * * *

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

Mr. and Mrs. C. A. Vreeland.
Guy E. Vreeland.
Charles D. Vreeland.

* * * *

Gratefully acknowledging and thanking you for the kind expression of sympathy in our bereavement.

Mr. and Mrs. C. Hogan.
Mrs. Mattie Riley.
Mrs. Lydia Clark.
Mr. Everet Riley.
Mr. and Mrs. G. L. Wickham.

* * * *

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

Mr. E. Wickwar and Family.

* * * *

We wish to extend to you our appreciation of your sympathy and also thank you for the beautiful floral tribute to our beloved one.

C. G. Percival
Mrs. Dora Woolery and Bobby.



Births

Operator V. M. Strader, Division Four, announces the birth of a girl born January 21st, weighing six pounds 12 ounces. Mother and daughter doing fine.

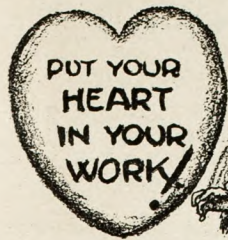
The old stork became industrious the last week in January, giving a little news and presenting G. L. Hoffman of the Motor Coach Division with a rosy-cheeked baby daughter. Mother and baby are well and happy.

A bouncing baby girl weighing six and one-half pounds put in her appearance at the home of Motorman A. H. Pierce of Division Two. This is the first child and daddy is some proud of his little girl. May the cigars be passed often.

Miss Lucille Mae, daughter of Conductor Wm. J. Millican of Division Three, feels highly indignant to think her debut into Los Angeles society on December 7th went unnoticed. She would like very much to see her name in print in order to enter it in her diary. Her weight was eight pounds.

Thursday, January 24th, 1929 was a big day for three Division Five trainmen. The arrival of a baby boy made Conductor T. J. Owsian a proud papa, Motorman Chris Hoffmeister a grandpa, and Conductor Roy Hoffmeister, Uncle Roy. Mother and baby are doing fine, and papa, grandpa and uncle are still smiling. Congratulations.

A VALENTINE TO THE
FELLA JUST 'GETTIN' BY".



Edward Cook Called

With the passing of Edward Cooke, Inspector of the Maintenance of Way, Engineering Department, on January 25th, 1929, marks a closing chapter to the lengthy service of a faithful employe.

Born in London England, on November 30th, 1844, Cooke would have celebrated his eighty-fifth birthday this year. Early in life he devoted himself to newspaper work in London. He sailed for United States in 1862, and migrated to Salt Lake City, Utah, where he took up farming.

The lure of the Golden West brought him to the Coast a few years later and he worked for the Southern Pacific Railroad as a laborer. In November, 1902, he started with the Los Angeles Railway in the Engineering Department, and worked continuously until December 9th, 1926, when his health prevented him from carrying on his duties.

Licking Transfers

From all reports it is apparent that the recent influenza epidemic is on the wane and no doubt precautions are being taken by thousands of people to prevent a recurrence of this disease.

It has been definitely and conclusively proven that this disease is transmissible. The practice of a great number of conductors in moistening their fingers with saliva when passing out transfers calls for attention and condemnation, as the germs of influenza and pneumonia have been repeatedly found in the saliva and nasal secretions.

In a recent article in the "Inside Track" of the Market Street Railway, San Francisco, there is a letter signed by Dr. B. F. McElroy, Medical Director of that company. He says in part: "The practice of conductors in continually touching their lips and tongues with soiled fingers to facilitate the passing out of transfers has dangerous possibilities for the conductor himself. No one would deliberately sneeze or cough in the face of another, so likewise one should not hand out

Scribe Marries

In the cold gray dawn of January 29th a powerful Ford Coupe containing a beautiful young lady and Jack Bailey, Scribe of the Shops, was seen speeding through Watts headed eastward. Voices could be heard above the roar of the big machine, the conversation running something like this:

"Johnnie, dear, where do we go from here?"

"To Santa Ana, sweetheart"

"But Sheikie, why to that awful place for our honeymoon?"

"Because, honey bunch, it takes news seven days to reach the outside world from there, for as you know, in that town they sleep six days and on the seventh they rest."

"Big boy, why all this secrecy, are you ashamed of me?"

"Sweet Sheba, pangs of remorse grip my heart, I have published so much scandal in Two Bells about the bunch at the Shops that I fear they might write me up and I tremble with terror to think what they will do."

They arrived at Santa Ana at 6:30 in the morning and as the judge doesn't, as a rule, get to the Court House till 4 p.m., they decided to ride around town until his honor appeared. Being unfamiliar with the traffic laws they were pinched and at 4 p.m. we find them facing the judge in charge of the long arm of the law.

After Jack had explained to the judge the mission they had intended to consummate while in his beautiful city, the judge shook his head and said he would have to give them the maximum penalty and addressed them thusly:

"John Henry Bailey and Luella Fellows, co-defendants at the bar, stand up while this Court passes sentence upon you. I sentence you both to eternal matrimony. From this edict there is no appeal. \$2.50 please."

these secretions to another on a transfer."

It will be seen from this that the practice of wetting the fingers to pass out the transfer holds unseen dangers for the conductor himself. Complaints have been sent in by passengers protesting this practice even to the point where some of our patrons have refused to take a moistened transfer preferring rather to pay another fare. An editorial appeared in Two Bells some time ago on this subject.

This calls for serious attention on the part of conductors to bear in mind that a transfer is a slip of paper entitling the passenger to transfer from one line to another and should not be a medium whereby germs may transfer from one person to another.



Division One

H. N. COLE

Upon asking Motorman J. N. Smith how his new Chevrolet is running, he replied, "It runs backward all right." It seems that he was not accustomed to a foot accelerator and when he attempted to back in his garage he stepped on the wrong pedal and went through the rear door, across the alley through the back door of a neighbor's garage, and out through the front door. Then his foot accidentally slipped off the accelerator on to the brake and the machine stopped. His machine is now minus one of its pedals and Smith is minus a good bunch of money.

It is reported that Switchman Charlie Adolfsen caught Eddie Sweets red handed making moonshine. Now don't rush boys, it wasn't that kind. Eddie was simply spending his lunch hour dusting up Superintendent Williams' Moon automobile.

Among the many changes occasioned by the recent general choice, this one seems especially worthy of mention. Bill Matthews has deserted the "J" Line and has gone to the "N" Line, and he is hooked up with Conductor L. C. Haines. Thus we have two of the deepest-dyed optimists in all Los Angeles composing the crew on this run. Everything is always just right with both of them, and it is an assured fact that a state of harmony will prevail on both ends of their car.

It is reported that Head Caretaker Rafferty suffered the loss of a box of cigars a few evenings ago through theft. It is also reported that they were returned the following night with an explanatory note to the effect: "If this is the kind you smoke rest assured that in the future they will be safe."

According to Conductor George Evans, one of his passengers has great confidence in the little token. It seems that for two tokens he was transported from the extreme eastern side to the extreme northern limit of the company's lines and return, transferring eight times during the trip.

Speaking of tokens, Motorman F. E. Kimble is making a collection of them, both foreign and local. He has enough to make a good sized necklace and is still going strong. Watts and Tia Juana remain to be heard from.

With two days of leisure on his hands and nowhere to go, Motorman J. H. Johnson drove his new Ford to San Diego last Saturday, returning Sunday night. Yes, he also went a few miles farther south or his journey would not have been complete.

We had the pleasure of seeing former Conductor L. C. Cannon who is now engaged in the practice of law. If putting on weight is a sign of prosperity then he is doing exceedingly well.

Conductor R. W. Brigham, better known as "Chief," has treated himself to a new automobile, and of course it is equipped for fishing, gunning, camping and everything.

After a months forced vacation on account of a broken arm, Motorman A. H. Middleton has returned to work.

Motorman F. J. A. Sharon who has been confined to his home on account of an aggravated case of rheumatism is still on the sick list.

We are glad to report that Conductor Sam Gosley is back on the job after being off for two or three months nursing an infected leg.

Conductor P. J. Gerhardt was confined to his home for a week on account of illness but is again on his run.



Division Two

H. F. NELSON

Conductor W. H. Shoaf is on a ninety day leave of absence to visit relatives in Nebraska. No doubt he will be glad to get back to Los Angeles and get thawed out after wading around in snow.

The Lindop brothers are spending thirty days in Texas with their father who has been very ill.

Conductor T. R. Latham is spending sixty days entertaining some visiting relatives.

Motorman O. Short and Conductor J. L. Decker left town on the morning of the 21st via Dodge for Missouri. When asked why they were driving back this time of the year, J. L. answered that he had been raised on a farm and knew when to do his visiting.

Conductor O. A. Kinder resigned to return to Kansas City, Kansas. Conductor O. F. Garner resigned and has gone to San Jose. Conductor D. T. Phegley has resigned in order to study law. Here's wishing them all the best of success in their new ventures.

Clerk C. F. Paine has moved in closer to town. He now is living in a new stucco house on West 101st Street.

Foreman J. A. Madigan spent several days at home, under the weather, but is again back on the job and feeling much better.

The new face you see in the stenographer's office is Mrs. Louise Finley. She has taken over the duties of Mrs. Pearce, who is now at Division Four.

Motorman G. W. Farley has been laid up with a severe case of the flu for several weeks and has been unable to leave the house.

Mrs. R. N. Bolding, who has been in the hospital for some time, is now at home recuperating and is getting along fine.

Motorman H. J. Flaherty complained for several days about a pain in his side. He finally consulted a doctor and was informed he had two broken ribs. It will be a couple of weeks before he will be able to return to work.

We extend our sympathy to Mr. and Mrs. S. R. Harrington whose infant daughter, Bettie Lorraine, passed away on the 18th, being but eleven days old.

Conductor D. S. Timmons called in for relief one evening saying he had sprained his ankle. However, upon investigation it was found to be broken. He will be

laid up for several weeks before being able to return to work.

We extend our sympathy also to Motorman H. F. Swabby whose mother passed away December 26th at the age of seventy-one.



Division Three

L. VOLNER

Being relieved by Motorman M. L. Hersom, Motorman J. Brannick left his pipe on the car. He saw Hersom later and thought he would get his pipe, but the pipe had not been seen. Hersom does not smoke but perhaps he uses it behind the barn! It may be that when Brannick turned the pipe loose it walked away.

The new witness card, with one side for our Spanish friends, is the suggestion of Conductor George Mayhew. Perhaps we can have the cards in Japanese, Chinese, Hebrew and other languages. GET MORE WITNESSES.

Motorman H. R. Miller spent one week, during January, at his home, resting.

After working through the busy holiday season Conductor C. A. Risley is taking a few days off to rest.

Conductor G. R. Whitney accompanied the remains of his sister, who passed away January 4th, while on a visit to this city, to the old home in Pacific Grove, California.

Motorman P. Wankier is back from several weeks visit to Utah. On account of the extreme cold weather he encountered, he says he won't get thawed out until Spring.

Conductor E. B. Hill is mourning the death of his wife, which occurred January 7th. He and his two daughters accompanied the remains back to Dallas, Texas, for burial.

Conductor J. P. Flemming—Line Instructor—and Motorman C. M. Neal of the "B" Line were discussing the much talked of "shake up" when Fleming said to Neal: "Let's have one of our own." So they did, they took a ride in Fleming's Ford—old model.

Motorman F. W. Gustafson has returned to service after trying out as a mail clerk.

A postcard received from Conductor T. E. Shanafelt, who is now visiting in Muskogee, Oklahoma, states the weather is rather cold and raw. Mr. Shanafelt will also visit in Wichita, Kansas, before returning.

Conductor M. B. Wickline was called to his old home in Idaho on account of the sudden death of his father and the serious illness of a brother.

Motorman D. W. Allen is on a thirty day leave of absence, which will be spent in and around the city.

Looks as if the Ford deliveries had loosened up a little, as quite a few of Henry Ford's products can be seen in the yard.

Some of our conductors are making a collection of foreign tokens. J. W. Allen has forty-four and L. L. Sweet twenty-five.

After two weeks on the sick list Night Watchman Calvin Barnes is back on the job meowing as much as ever.



Division Four

E. E. JOHNSON

We are glad to see Conductor C. J. Knittle back again on the job after having been off since December 2nd, when he was struck by an automobile at Jefferson and Main.

Motorman C. W. Allen, who was formerly a safety operator, was working as an operator on the Evergreen line recently, and we have it on good authority that Allen sat at First and Evergreen for several minutes waiting for his conductor to give him bells, when he realized that he was the whole thing and eventually proceeded on his way.

It has been rumored that Motorman Frank Hommel is running a jitney on his way to work in the mornings. Frank usually picks up Bill Gillette of the Mechanical Department. He missed Bill one morning, but caught up with him on a "U" car. He honked his horn motioning Bill to get off. Bill in getting off the front end espied a young lady getting off the rear end making a dash for Frank's car. She soon discovered her mistake, however, but Frank to save her embarrassment played the part of a good Samaritan and brought her into town.

The new stenographer is none other than Mrs. Esther Pearce, recently of Division Two and formerly from the Safety Bureau.

We now know why Operator E. W. Swaby has been working so steadily. He is sporting one of the new Chevrolet sixes.

Operator M. Grammer, who has been on the sick list for some time, has taken a ninety day leave of absence to recuperate and also to work his ranch at Aguanga, California.

Conductor W. W. "Bill" Warren took a few days off the first of the month to do a little hunting in the High Sierras and reported an easy limit of quail and a duck or two.

Operator A. G. Nelson has taken a ninety day leave of absence and eventually will make New York City his objective.

Conductor A. A. Bowlin has gone back to Oklahoma to see his father who is seriously ill.

Operator J. F. Floyd is on a thirty day leave of absence to take care of some business.



Division Five

FRED MASON

Three score years and ten don't mean a thing in "Dad" Fisher's young life. "Dad" is in his 71st year and can still keep in step with the best of us, and then some. His last move was to buy himself a brand new 1929 Chevrolet Coach, equipped up to the minute, shock absorbers, trunk n'everything. Every Saturday afternoon he drives out to his ranch at Chatsworth and every Monday

morning he is back on the job bright and early.

Conductor-Line Instructor R. D. Willis has resigned and is on his way to Neodasha, Kansas, where he contemplates opening a barber shop. Conductor W. A. Swanson has resigned and is going to sell mortgage bonds in the State of Washington. Both of these boys carry with them the best wishes of the boys of Division Five.

When more witnesses can be gotten, Manning will get 'em. Since coming back on the job recently he has demonstrated that he has not lost the art of getting names and addresses on the little white cards, and has set a couple of marks for everybody to shoot at. In two accidents last month he turned in forty-two witnesses out of fifty-two passengers and twenty-seven out of thirty-four passengers. Can you beat it?

Motorman A. W. Lawler is off on a thirty day leave of absence and is staying at home to rest up.

Motorman Jim Morton is off for thirty days and is vacationing at San Diego.

"This being a bachelor when you have a wife, is the bunk," says Conductor Mike Phelps. Mike has been baching for over a month now, as his wife is serving on the Grand Jury. He is looking forward to the time when he will get a real, home-cooked meal.

Motorman Harry Horton is an early vacationist this year. He's off for two months starting January 1st and is resting up at home.



JACK BAILEY

Miss Minnie Frazier, of the Master Mechanic's Office, who has been sick with the flu, is back. We hope she won't let it happen again.

The Shops were wonderfully represented at the Palais de Glace last January 7th. Those at the ring side were: Mr. and Mrs. Victor Lee, Mr. and Mrs. Earl Scholes, Mr. and Mrs. Joe Palmer, Mr. H. Shelford, Mr. C. E. Frymute, Mr. R. Wright and Mr. J. T. Watts. After the battle with the sticks Mr. Frymute was to come forth with some exhibition skating but "he fa' down" and came fifth because Harold Shelford fell fourth.

The boys at the Shops wish to voice their appreciation to Company Officials for the tickets to the Western States Metal and Machinery Exposition at the Shrine Auditorium. Some of the boys who attended the show are: H. Longway, A. Perez, R. S. Wallace, B. M. Cinnamon, G. Sleppy, F. Hart, W. Hazen, W. Briggs, S. Sayers, N. Duran, S. Knowles, E. Smith, H. Nutter, J. Blackman, A. Lohr, B. E. Timbs and R. Casteel. The later wishes to state he only went for his namesake.

Ain't this great? A brand new 1929 Nash Sedan arrived this month at the home of Mr. and Mrs. Ted Ormston. Everyone concerned is doing fine. Ninety-nine more payments and the "baby" is theirs.

Owing to the serious illness of his mother, John Hayes of the Winding Room has been given 60 days leave of absence and has returned to his home in Philadelphia.

We are glad to welcome Herman Heuer, of the Winding Room, back on the job again. Herman has been off duty several weeks due to illness.

No one ever goes any place anymore. We can't say that about Jack Bickford of the Truck Shop. Jack goes up to his cabin at Big Bear every week-end. There's a reason—a new 1929 Chevrolet.

A big event that held our attention this month was the birthday of Mack McClenathen, of the north Transfer Table. Mack celebrated his 60th birthday January 2nd.

The Truck Shop sent three good men to increase the Carpenter Shop delegation. The latest arrivals are: Lee Thomas, W. W. Morgan and R. S. Wallace.

With fire in his eyes Ex-Champion George Hoffman is looking for a man named Bob Conley, who, with a nickel cigar, laid a smoke screen at the last big game of quoits and caused George to lose.

A few of the boys who still answer on the Carpenter Shop sick list are: J. Benko, C. M. Kaler, T. J. Mize, W. L. Williams.

Charles Piper, Carpenter, was painfully injured January 5th. He was chiseling tacks from a car roof when a tack flew into his right eye.

We wish to express our sympathy to E. Carmody, of the Carpenter Shop, upon the death of his wife's father which occurred January 2nd.

That slight discoloration of the upper lip, which when more closely examined resembles hair, has been removed from the front porch of our Airman, Fred Rappe. Someone told Fred that it looked just like John Smith's.



HARRY NORDMARK

What a welcome change the new Coach Division headquarters turned out to be even though it is a longer trip to one's coach. As Charley Morse remarked, it is a real place. Charley now has a very private office, very private indeed compared with the old one.

After a long service with the Railway, F. Murray has surprised everyone by resigning. Murray is well known by most of the boys and was near the top of the seniority list. We wish him all the luck with whatever new plans he has.

R. E. Dryer and L. L. Johnson have also taken their feet from the throttle and are embarking on new ventures. Can't tell, they may be back.

We may have to call the coach instructor again for W. A. Pierson after his six weeks of sickness.

That fast, furious game of basketball holds the main interest of the boys now with the news that the Coach Division boasts a first rate team. The Gilmore Oil Company was soundly trounced in the

Larys initial fray and the team is primed for championship playing. In the fast mixup with the L. A. Motor Coach, the old rival, the Division came out on the wrong end of a 10 to 8 score. Air tight defense was evident when the first half ended with the score of 2 to 1. Foster, Coonen, Billings, Tyler and Gagnebin started for the Coach Division.

Mike Donahue, the all star center for the team has left the service and is replaced by Fred Schafer, another brilliant player.

The roaring road must have been hard on the nerves of H. T. Sawyer. He decided that a leave of absence would do them good so he is now in Tucson, Arizona, resting up.

W. G. Stone, Swanson and Simmons are also in temporary retirement from the daily grind.

GARAGE

D. J. Sullivan has long been a familiar figure around the Garage but it was not until just recently that he was transferred from the South Park Shops to this office with the title of Assistant Engineer.

Considerable agitation was caused by Clarence Marine's announcement that he had accepted a position with the Richfield Oil Company. Marine had been with the Company for three years and everyone is sorry to see him go. Our best wishes go with him.

In the excitement I found myself in a new position and Tom Casey of the gasoline station was learning my old job in a new atmosphere, the office. We will see if he can pun.p the adding machine as well as gas.

J. E. Summers enjoyed that time to crab feelingly about some uncouth person who crowded him into a ditch, on what really turned out to be a pleasant vacation with friends in Portland, Oregon. Summers claims that web feet are still very popular up there.

From sunny California to the big snows at Big Pine journeyed half a dozen Eskimo Pies. Jack Savage, Dean Ovard, Elmer Wood, Henry Lane and Ye Scribe were among them. Keeping the chains on, sliding on the curves and being on the wrong end of a snowball were the main winter sports thoroughly enjoyed by all.

Mr. Lindsey's smile was most pronounced when he learned the total Motor Coach mileage had increased one million miles over last year.

This office sure is going to heck. Jimmie Murray, the wise cracking Scotchman, is to be transferred to the main building with a brand new job awaiting him. Well, he's still with the L. A. Railway anyway.

In an unguarded and critical moment Geo. Riggs' own machine crashed into a pole at Vernon Yard, injuring Riggs and two companions. Bad cuts and bruises placed them all in the hospital. Riggs, who was only confined for a day, says that the pole loomed up so suddenly while he was making a sharp turn that he was unable to straighten the machine up in time. Neither of his two companions were Garage employes.

Ben Rogers has also forsaken us. With a new position and a better opportunity he bids us good-bye. We hope he will

dfop in and see his friends here, often.

These boys, all new, came in such a bunch that you fellows will have to pick them out as far as who is who. T. J. Risdon, D. Holmes, W. Fleetwood, K. Harmon, F. W. Pratt, D. Scarborough and S. Eurich are the new faces. Risdon and Holmes are on the second shift. The rest are on the third shift.

In his usual considerate way Dean Ovard refused to relieve Jack Savage of ten dollars when the latter planked down that much with the assertion that his Dodge would leave Dean's Buick in the dust from a standing start. Considerate is right. Evidently Dean doesn't like the looks of the Dodge.

Elmer Wood and Jessie Doerr have had their little vacation and are now back on the day crew. The night shift might be all right for a change but that's all, is what they claim.

Mechanical Department Mechanical

Division One

Our good natured Inspector, Geo. Smith, took a trip to Lake Arrowhead over the week-end to see some real snow. We think that George feels more at home down where the palm trees grow.

C. C. Carlisle is at present on the sick list suffering from a sprained back. We all wish Carl a speedy recovery.

W. F. Urban has spent the last week trying to get thawed out after his trip to Big Bear Lake. We understand that Bill has purchased several acres of land near the Boulder Dam Site. Good luck, Bill.

Hal Lawrence, watchman, is looking much younger these days due to his having the moss removed from his upper lip.

A. Wutherick has decided to sell his two houses, which are all furnished, buy an automobile and see the sights in California.

G. Monaghan and G. Mawby are slicking up their fishing tackle for 1929. They have promised if the seals stay away that we can look forward to some good fish dinners.

We understand that there are several more of the boys at this Division who have developed a peculiar fondness for yellow dogs.

Conductor P. H. Cross is reported on the sick list. We all join his Motorman R. A. Baudisch in wishing him a speedy recovery.

On the Motormen side we have on the sick list, L. G. Nethersole and G. M. Katzenberger.

Conductors on sick report W. E. Holland, C. Q. Hewett and E. L. Ayers.

Motorman C. Culver is taking ninety days off to recuperate.

In order to be in first class condition for his new run, Conductor B. T. Olsen took fourteen days to rest up.

Division Two

"Doc." Mullins made his regular rainy day trip to Santa Barbara last week.

We were all very sorry to hear that Jerry Lyon's wife has been very ill and we hope she has a speedy recovery.

Chas. Scudder, Assistant Foreman, is at present entertaining some relatives from the east.

Since buying a new radio, "Doc" Robey has become a school boy again. He goes to the Butter-Cream school every Monday evening via radio, and is also becoming quite a DX hound.

H. Tafel has recently been elected President of the Tarzana Civic Club, which is located near Owensmouth. More power to you, Herman.

L. Morriss advises all the boys to buy only pedigreed "hot dogs." Seems like Leo bought some that were not so good, causing him the loss of one day's work and considerable pain.

Joe Latona, repairer at Vernon Yards, now has no respect for Chevrolet automobiles, due to having had one parked on the front end of his Essex at 153rd and Main Streets. Joe reports little damage to his car and, of course, it was the other fellows fault.

Any one knowing of a perfect ground for radios kindly notify "Billy" Brown or H. Conacher. Harold wants to learn the Chinese language by radio.

Mickey McLaren has at last disposed of his 1914 Model Dodge roadster. The dealer said, "Gimme five dollars and I'll haul it away." Mickey said, "It's a bargain."

Division Three

Foreman E. C. Muse was off for several days with an injured knee.

J. Simpson did some real work the other day at home when he found that the roots of a tree in his yard had choked up the sewer. Jim had to handle a pick and shovel for a few hours. What he said about roots was plenty.

J. Scothorn and several friends went on a hunting trip last Sunday. The boys had a good time and brought home a few rabbits.

H. Wescombe, the Sheik of Hawthorne, has bought himself another Lizzie. Harry is planning on making a trip to Canada this summer.

We have noticed that D. McAlpine is growing a little fuzz on his upper lip, just to show us that he is moving up with the men.

W. Alport and P. Parker, the Frisco Twins, who set the seasons fashions, were seen looking over the latest styles the other day. Watch for these gentlemen models of fashion.

Our sincere sympathy is extended to W. Wickwar, whose mother passed away January 22, 1929.

Division Four

Sidney Beard, clerk, is improving very slowly. A visit from any of the boys will be appreciated.

Any one who has any information regarding the origin of the much abused and misused saxophone, kindly get in touch with S. Van Amberg.

We are all very glad to learn that the wife of R. Hopkins, watchman, is improving after a long spell of sickness. We sincerely hope for a speedy recovery.

Jimmy Inman, Assistant Foreman, has purchased a new rifle and from now on we expect to hear of some better results on his hunting trips.

D. Frame, Watchman on the night shift, has returned to work after being on sick leave. Glad to see you back, Dave.

Division Five

We are all glad to see "Bashful Bill" Hueske back again after spending two weeks in bed with the "flu."

Fred Dudley spent the week-end at Glendale visiting Harold Hale, a former employe at this Division. Harold sends his best regards to all the boys.

Tom Cosgrove's wife washed and polished his auto the other day and to our surprise we find the color to be blue instead of tan.

Andy Anderson expected and looked forward to a rabbit dinner offered by J. Davis but somehow hunting was not so good.

We kept our Pit Wheel Grinder busy last year by grinding 780 pair of skid flat wheels.

Assistant Foreman G. Macqualters went to the barber shop and inquired as to the price of a shave and was informed that it was twenty-five cents. "Mac" said, "What do you charge for one side?" The barber replied, "thirteen cents," so "Mac" got into the chair and when the barber asked which side he was to shave "Mac" said, "the outside."

C. R. Fulton spent the week-end at a place he called "Devil's Dam Gate."

Billy Mack, formerly a repairer at this Division, is at present working for the Western Auto Supply Company, in the Wholesale Department.

J. Albright, of the night shift, has purchased an electric saw. We hope that Jimmy remembers that saws were not made for fingers and thumbs.

Vernon Yard

Jack Glover suffered a temporary mental relapse the other morning, on his way to work, thereby arousing various Vernon Yard tongues to much caustic comment regarding use, care and application of emergency brakes.

R. E. Kanka, formerly on the Garage payroll, is now a full fledged compressor operator, replacing C. E. Marsh who is receiving first hand information from Jinks and Gates on up-to-the-minute special work installation.

Little Pete Goodas, of the Electrical Department, has been receiving suspicious glances of late. Last November, when all thought and action was directed toward the procuring of adequate furnishings for the festive Thanksgiving table, Pete volunteered the information that he undoubtedly possessed the choicest, most edible chickens in this man's town, and offered them at an exceptionally low figure. Claud Hall, Frank Putnam, Carl Hefington and others, availed themselves of his very generous offer. Thanksgiving passed, the resultant intestinal disorders are forgotten. Innumerable sea gulls rest on the warehouse above Pete's office. Mother Carey's chickens? Why bring that up.

Roe Van Brunt, the Genial Giant, is now a full-fledged foreman, having graduated from the straw boss ranks. He very unassumingly took the merited promotion and darn near every tool the company has out to cut weeds on Vermont Avenue.

"Babe" Gravino is rapidly recovering from a very serious injury to his head. Better let the Line Department move 'em Babe. Span poles are not football players.