

TWO BELLS



THE NEW LEAF

HE CAME to my desk with quivering lip,
The lesson was done.
"Have you a new leaf for me, dear Teacher?
I have spoiled this one!"
I took his leaf, all soiled and blotted
And gave him a new one, all unspotted,
Then into his tired heart I smiled:
"Do better now, my Child!"

I went to the throne, with trembling heart.
The year was done.
"Have you a New Year for me, dear Master?
I have spoiled this one!"
He took my year, all soiled and blotted
And gave me a new one, all unspotted,
Then, into my tired heart he smiled:
"Do better now, my Child!"

—(Author Unknown)



EDITORIAL

To All Employes of the Transportation Department:

May the year 1929 be the best you have ever had—and the outlook inclines me to think that one year from now, as you look back on the aging 1929, you will say that it was truly a “happy” New Year in its maturity.

We—and that means all in our Department—will have devoted the year to the service of our fellow-creatures requiring the kind of service we are called upon to give them. We will have endeavored at all times, no matter how trying the circumstances, to render to others such human service as we would expect to have rendered to us by them were our positions reversed.

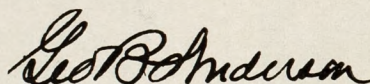
Can there be any greater cause for satisfaction than the reflection that we have at least earnestly striven to treat others as we ourselves would like to be treated?

The year 1928 has witnessed a most praiseworthy continued effort, on the part of the great majority of trainmen and others engaged in the actual work of providing transportation, to be courteous even under provocation, to be considerate of our patrons, to be vigilant in our efforts to see that no avoidable accident happen to those who entrust their bodies and even their lives to our care, or who may themselves carelessly put themselves in positions of danger.

May the record of 1929 excel even that of the year now dead!

Congratulations over the successes of the past and most earnest wishes for still better things, in your personal affairs, as well as in your daily work.

Sincerely,



MANAGER OF TRANSPORTATION.

The Come Back

THE maxim that “A soft answer turneth away wrath” has not been impaired by age. The fact was first recorded something like 3000 years ago. Mankind has changed much in some ways since then, but in respect to this tendency there has been no change.

The man with a “soft answer” on the tip of his tongue is the man who makes friends and shames quarrelsome trouble-makers. In making friends he makes his own work easier. In making his work easier he makes it better. In making it better he makes it more satisfactory to those with whom he deals and more profitable to his employer. Inevitably, in time, he makes it more profitable to himself and his family.

The man with a hard, sharp answer on his tongue invites and may excite greater wrath. He endangers his own peace of mind and takes a step toward unfitting himself to deal successfully with others. Many a man has literally “talked himself off his job” by allowing himself to be trapped into a regrettable quarrel by some person who has successfully “baited” him. Had he used the “soft answer” in place of the tempting snappy “come-back,” he would have conquered himself, shamed his challenger, won the praise (perhaps unspoken) of witnesses to the incident, and helped to strengthen his position with his employer as a first-class man to have on the job.

Two Bells

A Herald of good Cheer and Cooperation.

Vol. X.

JANUARY, 1929

No. 1

Published Monthly by and for Employees of the Los Angeles Railway

JANET CONVERSE
W. T. SHELFORD

Publicity Manager
Editor

Christmas Party Held in Shrine Ballroom Largest and Finest in History of Company



It is not necessary to announce with blare of trumpet nor beat of drum that the Family Christmas Party held in the Al Malaikah Shrine ballroom on Saturday, December 22nd, was the most stupendous undertaking ever attempted by the Entertainment Committee with G. J. Kuhrts as Honorary Chairman, C. V. Means, General Chairman, and all department heads. The united efforts of the rank and file were necessary to put over this frolic in a satisfactory manner and it goes without saying, as will be testified to by over 9,500 people who passed the portals of the ballroom, that the entire affair was a huge success.

With a considerably larger building

than heretofore used for Company parties, the Entertainment Committee was able to stage a real circus in the afternoon at 2:00 o'clock and again at 8:00 p.m. As the program stated, the circus was for children from one to sixty-five years of age, and there is no doubt but that everyone within this wide range of years thoroughly enjoyed Will H. Meyer's Circus of performing horses, dogs, ponies, goats and wild mules, from start to finish. The clowns with their tumbling acts tickled the kids—large and small.

Ben Laietsky and his twelve piece orchestra furnished the music during the entire day, greatly adding to the enjoyment. They put in a full day rendering music for the two shows and for the dancing in the evening.

The booths did a flourishing business and no kiddie between the ages of one and twelve years forgot to get the present that was coming to him or her.

And the eats—oh, yes, the eats! Licenses were procured for each hot dog served and one young shaver told us that he had made several trips to the table—first with his coat on, then with it inside out, then with it off and so on until he was unable to walk straight.

The kids had the time of their lives and did everything but jump off the balcony. The toys were opened by hundreds of children who amused themselves by the hour.

And then there was pony riding. Each child passing through the doorway of the ballroom was presented with a ticket to ride a pony, and ride ponies they did! If those ponies are not sway-backed from excessive riding, then the circus folks have overlooked their live stock. We did manage to squeeze the photographer in the center of the ring and get a photograph.

It has been suggested that a Lost and Found Child Department be established for future party events as Charlie Means found his hands full with lost children and the microphone out of order.

At 10:00 p.m. cash prize tickets were drawn from the stubs of tickets deposited at the door. Although several of the winners were not present at the time of drawing, they were notified of their luck by letter.

The candy and fruit booth did an enormous business as each one left the building.

You may call the event anything you like—party, frolic or what not, but it resembled a reunion. There never has been a time for a great number of years, doubtless in the history of the Company that so many members of the great railway family had a real opportunity to meet en masse and renew old friendships and acquaintances. It truly brought out the great Christ-

Banner Year Suffers Slump in Closing

With the December figures now available, the witness report for that month once again places Division Four in first position with its average going over the seven point with 7.24.

Division Three, who has always managed to hold second place in the witness race, was nosed out by Division Five whose figure was 6.06. Division Three reached the new low level of 5.94.

Divisions One and Two also showed decreases in their witness figures.

The relative positions of the Divisions for the months of November and December are as follows:

	November		December
Division Three	6.79	Division Four	7.24
Division Four	6.51	Division Five	6.06
Division Five	6.22	Division Three	5.94
Division Two	5.81	Division Two	5.46
Division One	4.94	Division One	4.63

The average of all Divisions for December was 5.73 and for November 6.05.

In looking back over the year 1928, it might be interesting to many to see how the banner year for witnesses reached its peak in April with the unprecedented high figure of 10.48 made by Division Four, and the corresponding high figures of all other Divisions. As the year wore on there was an apparent slacking up on the part of the men as the figures reveal, with the retrocession to new low levels that had not been reached for some time.

The following are the figures for the entire year of 1928:

	Div. One	Div. Two	Div. Three	Div. Four	Div. Five
January	6.45	7.34	7.79	7.88	6.80
February	6.64	6.79	7.09	7.55	7.10
March	6.13	6.95	7.61	9.37	6.94
April	6.99	6.56	7.96	10.48	7.75
May	7.16	6.70	7.95	9.00	7.51
June	6.79	6.73	7.44	8.81	6.94
July	6.17	6.65	7.70	8.68	6.57
August	5.92	6.76	7.45	8.43	7.19
September	6.10	6.74	7.51	7.52	6.14
October	6.03	6.17	6.78	8.33	6.52
November	4.94	5.81	6.79	6.51	6.22
December	4.63	5.46	5.94	7.24	6.06

Complaints Decline

The steep incline in complaints during November abruptly terminated in December and then took a downward turn with a decrease of 76 complaints. The total number for November was 251 and for December 175.

Discourtesy dropped from 51 in November to 33 in December; Fare and Transfer Trouble from 111 to 55; Starting Too Soon from 11 to 9; Dangerous Operation from one to zero and Miscellaneous from 47 to 34.

The classifications to show increases were: Passing Up Passengers from 8 to 11; Carrying Passengers Past Stop from 7 to 10 and Short Change from 15 to 23.

Commendations Increase

There was an increase of 10 commendations for December over November. The figure for November was 46 and for December 56.

mas spirit, and all who were instrumental in putting over the affair deserve unstinted praise in accomplishing a gigantic task in great fashion.

Are We Challenged?

Wotta life! Wotta life!!

Can you imagine an honest-to-goodness-up-and-going bowling team sprouting cobwebs because they go unchallenged? Can it be possible that five energetic fellows in the Drafting Room of the Engineering Department have all other departments scared to their corners?

Look over the personnel of the team and maybe some of you bowlers with averages ranging over 200 can take these young fellows to task: A S. Genn, Captain; H. D. Taylor, Ira Seehorn, H. Petrie and Fred Mel-



lentin. Genn's telephone extension number is 34 and he will answer all questions unreservedly. Any team who feels courageous enough to take them on will receive due credit in the columns of Two Bells.



Christmas Carolers



Front row, left to right: E. F. Cummings, C. Boring, W. J. Born, Wm. Taylor, L. C. Grimm, Irma Watkins, Jennie Levett, Lillie Hon, Grace Nuckles, Nelle Cleaver, R. A. Childs, Gladstone MacDonald, H. M. Miller, Donald Grant, Frank Matheny. Back row, left to right: Leon DeMara, Lloyd Gebhart, C. C. Fischer, Norma Weiss, Georgene Moncrieff, Marguerite Jensen, A. J. Reid and H. L. Drew.

Above the clicking of typewriters and the noise of routinism—hurrying feet, telephone bells, buzzers and all that goes with the present day hurry of business, came the sound of voices lifted in carols to Him whose birthday is celebrated on Christmas day.

There was a hush in the big office building and heads came out of open doors as men and women realized the singers were in the hallways. A choir of mixed voices from the Auditing Department under the leadership of Frank Matheny established a most pleasing day-before-Christmas innovation, by singing the quaint old Christmas carols that we all love.

They started their program in the President's office on the 10th floor and finished in the offices of the Traffic Manager on the ground floor. They sang the old familiar songs "Joy to

the World," "O, Come, All Ye Faithful" and "Silent Night."

The hope is generally expressed throughout the building that this lovely custom will be followed each year, for it brings the spirit of Christmas into the prosaic environs of our work-a-day lives.

Just prior to Christmas this same group of songbirds had the privilege of singing for the City Club of Los Angeles and also rendered several carols at the Company Christmas Party held in the Shrine Ballroom on December 22nd. Mr. Matheny hopes that these appearances will be the forerunner to the formation of a glee club which he is anxious to have composed entirely of Company employes. Several practices have been held in the assembly room on the second floor of Division Three.

Conductor Aids Autoist In Accident

The alertness of a conductor on the Pico Line resulted in the apprehension of a guilty person who had caused damage to an automobile and who sped on absolutely ignoring all signals.

The following letter is self-explanatory and conveys the grateful appreciation of Mr. Donald Macpherson, whose automobile was damaged:

"On Saturday evening about 6:30 November 24th, my car was struck by another car which was traveling at a high rate of speed and which failed to stop even at the stop signal. This happened just west of Figueroa on Pico.

"The conductor on one of your eastbound cars on Pico got the number of the car as it sped on

through stop signals, etc. Through his ability and courtesy I was able to find the owners of the car and force them to pay all damages.

"In the rush of traffic I did not get your conductor's name or the number of his car. So if you have a bulletin board will you kindly post this letter. In this way he may receive my grateful thanks and appreciation for his courtesy.

"For his information the car which struck me was a Stutz sedan."

Knittle Improving

C. J. Knittle, Extra Supervisor, is slowly improving, and has been removed from the hospital to his home. This news is welcomed by his many friends.

New Smoking Stand For Vernon Yard

It seems to be common practice to have house warmings on special occasions, but "yard warmings" are unusual, it must be admitted.

However, the new incinerator at Vernon Yard is all ready to get smoked up for the yard warming with John Dempsey presiding with the poker at the mouth of the mighty furnace.

This new incinerator was designed and built by the Engineering Department. It stands twenty feet high from ground to tip of smoke stack. The outside diameter is eleven feet four inches and the cylindrical portion is eight feet high.

The outer casing is of concrete with a middle layer of common brick and an inner lining of fire brick. There is an air space between the outer and middle linings. The front opening is two feet square for depositing rubbish and there is a rear ash pit two feet three inches by three feet which, when opened, creates a natural draught. To augment this natural draught, there is a pipe in the bottom



John Dempsey, Engineer of the New Incinerator at Vernon Yard

of the incinerator with four outlets through which compressed air is forced.

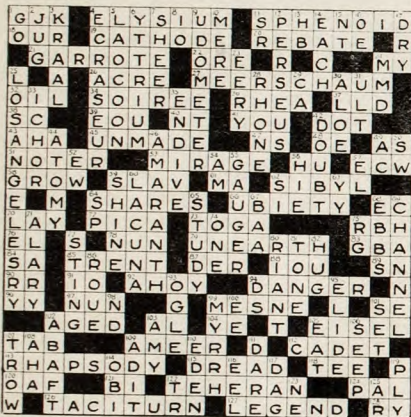
The foundation of the incinerator is four feet under the ground. This foundation is of twelve inch reinforced concrete insuring absolute safety and stability.

No Hundred Per Cent Winner of Puzzle

The fly screen cross-word puzzle in last month's issue proved a little too much for those of lexical knowledge to absolutely solve the puzzle one hundred per cent.

This, however, in no way casts reflection on the ability of the contestants as some of the words hidden in the puzzle were there to snare the unwary.

Here is the solution to the puzzle which might be of interest to those who tried it. We wish to give credit to the author of the puzzle, Lee E. Adkins of Division One for his painstaking efforts and keenness in arranging the puzzle.



The first prize winner, Conductor J. W. Justis of Division Three, came the closest to solving the puzzle correctly. He had only one error, a slight one at that, and for his efforts he received the \$10. His answer was received at 1:05 p.m., December 11th.

William Pearson, Traffic Man, came second and received a check for \$7.50. Puzzle received at 1:05 p.m. December 12th.

The third prize winner was H. M. Perkins, Motorman, Division One. He received \$5. Puzzle received 4:04 p.m. December 11th.

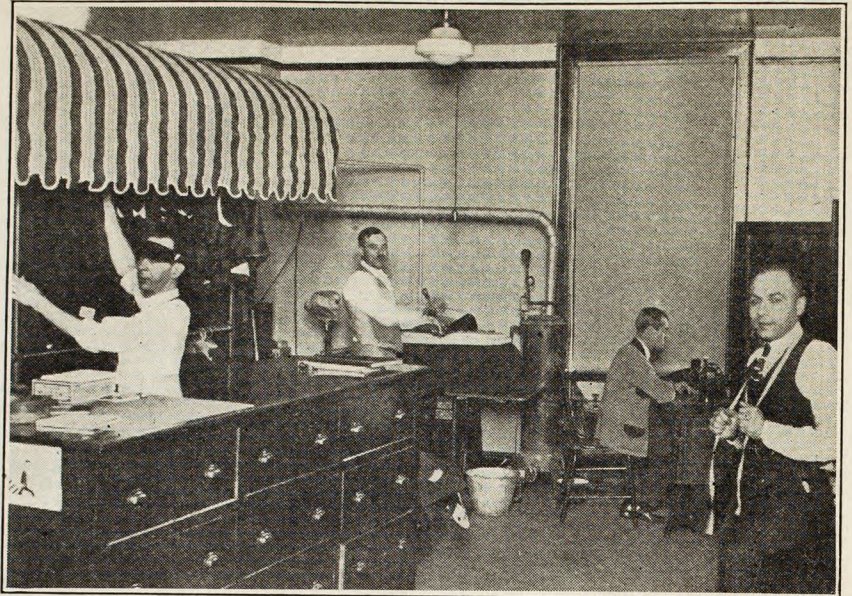
Fourth prize money of \$3.00 went to W. E. Stoll, Switchman of Division Five. Puzzle received 11:10 a.m. December 13th.

C. O. Boyd, Conductor, Division Two, won fifth prize money of \$2.50. Puzzle received 5:42 a.m. December 11th.

Sixth prize money or \$2.00 went to C. A. Plume of Vernon Yard. Puzzle received 4:55 p.m. December 11th.

The seventh prize money of \$1.50 was awarded A. E. Blackwell, Motorman of Division One. Puzzle received at 6:42 a.m. December 12th.

Eighth prize of \$1.00 was awarded A. L. Reaugh, Conductor of Division Two. Puzzle received at 11:55 a.m. December 12th.



Left to right: J. Blincoe, J. Nemeth, G. Robles and V. M. Mangigian.

If you have a pressing engagement, here is a good place to keep it—the Uniform Department on the seventh floor of the Main Office Building in Room 722.

We have pictured the four tailors who are ready to give your uniform a thorough cleaning and at the same time take care of loose sleeve linings, missing buttons, torn pockets, etc., to your satisfaction.

The canopy as shown in the photograph is an additional piece of equipment to protect uniforms from dust.

As stated in a recent bulletin, all caps are now \$1.50. These are of the silk and bamboo variety and of the same quality as the caps which sold at the higher figure.

The Department is ready to serve you should you desire a new uniform and these fellows await the opportunity to please you and fix you up in accordance with the specifications of best dressers of the Los Angeles Railway.

Thanks For Party

The entire personnel of the Mechanical Department wish to take this means of expressing their appreciation to the management of the Company for the splendid Christmas Party in the Shrine Ballroom. Everybody had a good time and thoroughly enjoyed the excellent entertainment. The children were well pleased with their presents and the entire affair was a great success.

Move Forward, Please!

Conductors' attention is particularly called to Bulletin No. 225, signed by R. B. Hill, Assistant Manager of Transportation, which is self-explanatory and reads as follows:

"We are continually receiving complaints on account of the crowded condition of the rear end of the car when there is ample standing room in the front and closed sections of the car.

"Conductors MUST endeavor at all times to get the passengers to move forward by requesting them to do so in a courteous and gentlemanly manner. Regardless of whether conductor is successful in getting passengers to move forward or not, it is his duty to make the request."

Schedule Department Making Travel Survey

In order to make a thorough survey of passenger travel on lines of the system, the Schedule Department has assigned to this work 134 men for four days, 72 men for five days and 66 men for five days. This survey commenced on January 5th.

All lines will be thoroughly checked with the exception of "V", Evergreen and shuttle lines.

Checkers will be assigned at all terminals and junction points of the lines to report the volume of travel moving through the peak points. The checks are to determine what proportion of the travel originates immediately at the terminal or beyond the junction point where the junction point is a relatively short distance from the terminal. This information will be used for the compilation of new time tables.



Miss Ella Christensen, Mrs. Ethyl Smith, Miss Sophia Schupp and D. Shaeffer.



Ben Schupp, Assistant Purchasing Agent.

Buying is such a universal practice, indulged in to a certain degree by practically everyone, even children, that it is quite natural for many to gain the impression that it is a very simple matter.

This may be true of the casual activity of satisfying your own personal needs and wants, or those of your family. No great loss will be sustained if you should pay a trifle more than might have been necessary had you done a little shopping.

Perhaps you are fortunate enough to be in a position to be able to pay a little more for the satisfaction you get out of dealing at a certain place. When a corporation like the Los Angeles Railway, whose needs range from checkers to street cars and from buttons to buses, goes into the market twenty thousand times a year and spends a million dollars or more for maintenance and operating material and supplies alone, buying becomes more than a casual activity.

It becomes an economic function that requires due consideration of price, quality, use, need, market conditions, sources of supply, time of

delivery and transportation; all of these factors do not enter into every transaction, but every transaction is affected by some of them.

The user is chiefly interested in having material available when he needs it. He wants what he wants when he wants it, and rightly so; but if left uncurbed or unregulated, this natural desire has perfectly natural consequences—accumulation of surplus material and increased cost. It is to reduce these that the purchasing activities of a big corporation are centralized.

By placing the authority and responsibility in a single executive or department it is easier to put buying on a systematic basis, which is absolutely necessary to procure the best results. It not only eliminates duplication of effort, records and equipment, but achieves many other desirable economies, not least of which is lower prices because of the larger volume of buying due to consolidating the needs of all using departments.

Maximum economy and efficiency, however, cannot be obtained without the fullest cooperation of the other departments in making their needs known sufficiently in advance to eliminate the necessity of rush orders. These rush orders subordinate all other considerations to that of time, and consequently prove more expensive and less satisfactory. To cut these down, over fifteen thousand different commodities are carried in stock by the Store Department. We will tell you more about this Department in some future issue.

No Robots

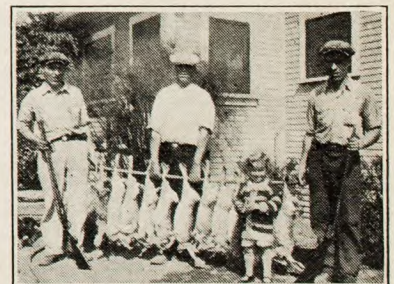
An article in the Electric Railway Journal of November 17th under the caption "Robots Not Wanted on the Platform" states in no uncertain terms that the Televox has no place on the street car platform. If a conductor were only required to ring up fares and nothing else, a mechanical man could be used, but "ride salesmanship" or "trainmanship" express present-day thought on the requirements of the platform man.

The article goes on to say: "The conductor has become a great asset to his company who can always be counted upon to enforce a rule so that the rule will not be made to appear to have been drawn to govern the passenger. Likewise the man on the back platform is an asset who always shows a sincere desire to serve the public. Again, by careful training the platform man can be so instructed as never to try to prove the passenger wrong even when he really is.

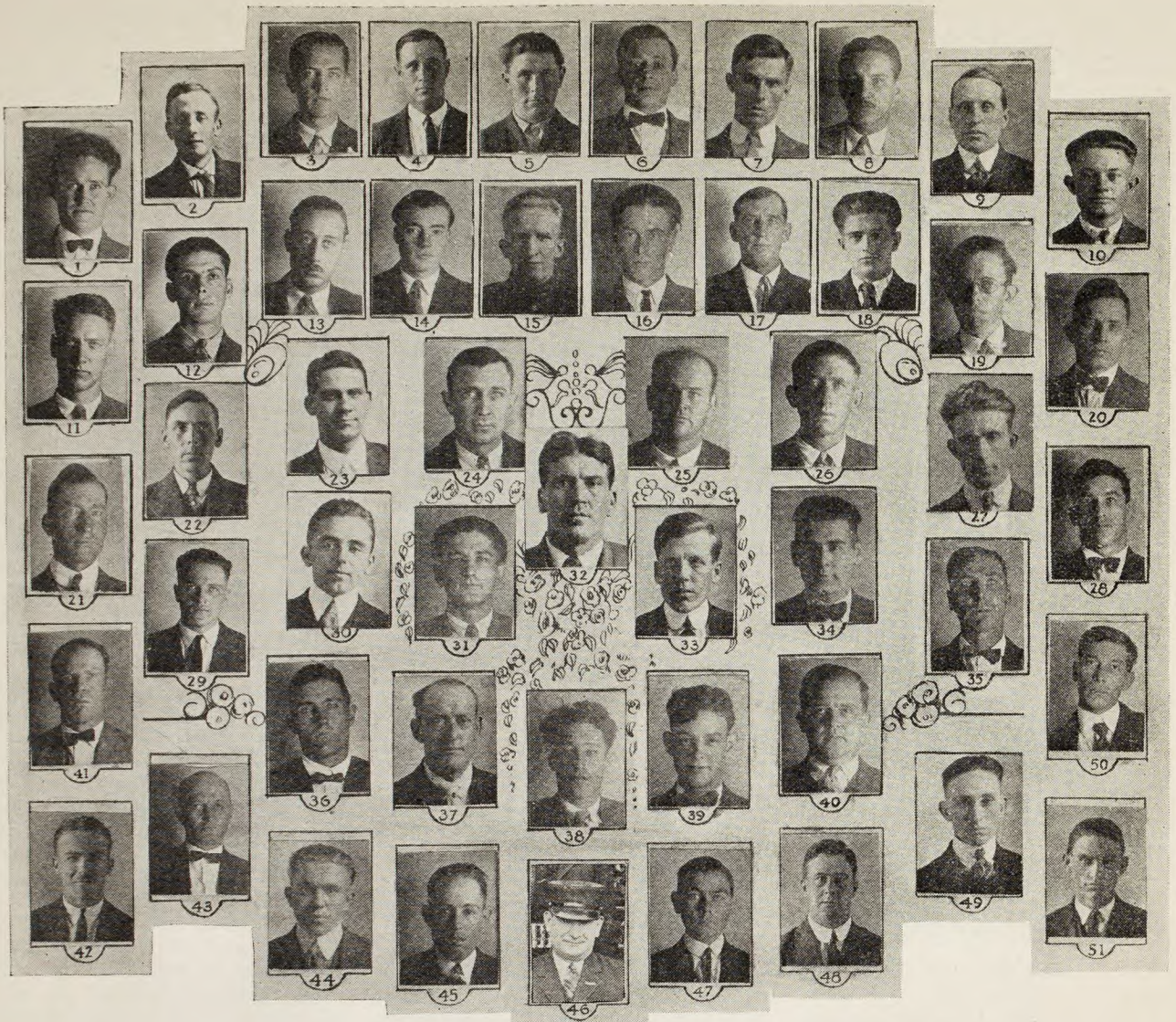
"There are some men who never could be made to understand the niceties of passenger psychology so that the reaction of routine contacts will redound to their own benefit at the same time they appease the passenger. But they can perhaps be taught and trained, through a process of drilling, to handle the many situations that arise on a car platform in a manner calculated to produce desirable reactions. Drill does not necessarily make robots of men. The actor and the public speaker are drilled. The debutante's finishing school includes the process of drilling. Drill consists of practice which makes proper performance easy and semi-automatic. A school of trainmanship may profitably be a course in platform drill."

Has Busy Year

During the year 1928 the Schedule Department compiled 171 schedules for street cars and 47 schedules for motor coaches.



L. Powell, Mechanic Garage, J. Powell, their dad, W. Powell, Mechanic Garage and little Douglas, with the result of a rabbit hunt near Lancaster.



REMEMBRANCES

For (1) Conductor J. T. Little of Division Two from Miss L. H. Knight for his courtesy and kindness to elderly ladies.

For (2) Conductor H. F. Hames of Division Four from Nurse Miriam Jean Rollins for his pleasant and kindly manner to all, though the weather was rainy and the car crowded.

For (3) Conductor F. J. Donnelly of Division Two from Miss Cameron Leonard for not losing his temper or showing the least impatience during an altercation with a passenger.

For (4) Conductor C. M. Braem of Division One from Mrs. Helen Conant who wishes to express her appreciation for his kindness, honesty and integrity.

For (5) Motorman B. T. Glennin, (17) Conductor E. Bailey, (27) Conductor W. B. Mills, (29) Conductor W. D. Gordon and (38) Motorman C. B. Harrison all of Division Two from Mrs. Catherine Van Vleet for their courtesy, kindness and cheerfulness.

For (6) Motorman D. D. Rhoades of Division Four from Ford K. Edwards for his assistance in helping a woman recover a package she had dropped while crossing the street.

For (7) Conductor E. M. Cady of Division Three from Mrs. Agnes Radford Fassett for his thoughtfulness in enforcing the smoking rule in the car.

For (8) Conductor H. J. Carnine of Division Three from B. T. Stout who writes: "I am pleased to express my

thanks to the LARY for such conductors as 1850."

For (9) Conductor L. Shelly of Division Two from Alice S. Moore in appreciation of his kindness in lending her fare when she found she was without change.

For (10) Conductor M. B. Stewart of Division One from M. F. McDonald for his courtesy shown in such a kindly spirit.

For (11) Conductor F. D. Millican of Division Three from Kenneth Baughn for answering all questions with a generous and courteous smile, and he adds that there are a great many more passengers who feel the same way about Conductor Millican's pleasantness.

For (12) Motormen L. F. Stevenson,

(25) H. J. Vail and (33) H. L. Edwards all of Division Three from Mrs. L. Wickens for their kindness in waiting for her to board the car.

For (13) Conductor L. A. Therien of Division Three from Miss Bertha L. Fredenbur for his patience and courtesy during the rush hours.

For (14) Conductor H. McHenry of Division Five from Mrs. Jack Critchett for his kindness in helping two old people from the car.

For (15) Conductor E. C. Croughan of Division Three from Miss Elizabeth Moorhead who writes in part: "I have watched him many times go to quite a good deal of trouble to assist some elderly lady, and always in such a whole hearted way."

For (16) Conductor L. Klaris and (32) Motorman A. Brumet both of Division Two from Miss Bell Mason for their cheerfulness and courtesy during the rainy weather.

For (18) Conductor I. J. Kramer of Division Three from Mrs. Jose Heinz for his kindness and courtesy.

For (19) Motorman O. C. Adams of Division Two from T. G. Taylor for his kindly attention and help to an old gentleman.

For (20) Conductor W. C. Neal of Division Three from Tillie Halfner for his kindness and honesty.

For (21) Motorman C. B. Hunter of Division Four from W. H. Coffey for his courtesy and thoughtfulness in assisting two young girls to their destination.

For (22) Conductor G. E. Sackville of Division One from Nelle G. Moore who writes: "I have simply been impressed with the considerate and agreeable characteristics of this man in his contrast with other people (displayed as I have said, in an entirely quiet, natural way) and with his very evident dependability and honesty."

For (23) Conductor C. Caper of Division Four from Ivan Gilmore for his kindness and honesty.

For (24) Conductor R. W. Hensley of Division Three from Mrs. Rose Connolly for his kindness in lending her car fare when she found she was without change, and for his courtesy to all passengers.

For (26) Motorman J. O. Cook of Division Three from J. D. Smeltzer for his quick action in averting an accident.

For (28) Motorman G. H. Buttner of Division One from T. L. Roeder for being "cheerful, accommodating and an all round good man."

For (30) Conductor H. E. Schultz of Division Two from R. M. Thomson for being very careful with his passengers in helping them on and off the car.

For (34) Conductor L. A. Starkey of

Division Four from Louise Johnson who writes: "This young man seems to be very capable and worthy. He is pleasant and accommodating to passengers."

For (35) Conductor P. E. Atchison of Division Three from Mrs. N. H. Ritter for his courtesy to all passengers and kindly assistance to elderly people.

For (36) Conductor G. G. Melick of Division Two from Marguerite Flock for his pleasantness, graciousness and courteousness in helping people on and off the car.

For (37) Conductor H. E. Ketchum of Division Four from Anna B. Hail for his helpfulness and courtesy to every one.

For (39) Conductor J. F. McBride of Division Four from Mrs. W. F. Gates for his courtesy and assistance to passengers.

For (40) Conductor H. L. Culverson of Division Four from Louis Livingston for his courteous and civil treatment of his passengers.

For (41) Conductor J. C. Selvage of Division One from Mrs. E. C. Wescott who writes in part: "He seemed to miss no opportunity whatever to show the greatest courtesy and thoughtfulness to all his passengers."

For (42) Conductors R. L. Monahan and (49) J. Pewitt both of Division Three from Miss Genevieve C. Wilson for their cheerfulness and helpfulness to passengers.

For (43) Conductor W. P. Durbin of Division Five from Mrs. M. Catherine Van Vleet for his kindness, helpfulness, sympathy and cheerfulness to all.

For (44) Conductor C. C. Lee of Division One from Wm. C. Kottemann for going to the curb and carefully assisting a blind man to board the car.

For (45) Conductor R. D. Arnold of Division Three from Jean Shepherd for his courtesy in prohibiting smoking in the section of the car where it is forbidden.

For (46) Motorman J. Corsen of Division Three from Mrs. Ella C. Stimson for his thoughtfulness.

For (47) Conductor J. L. Johnson of Division Four from Nurse Miriam Jean Rollins for his helpfulness to passengers getting on and off the car, and also for his cheerfulness.

For (48) Motorman G. A. Haight of Division Three from Mrs. Lee Blair for giving her his stool to sit on when the car was crowded.

For (50) Motorman L. G. Nethersol of Division One from John F. Strauhal for so kindly slowing up on a turn to allow him to make the transfer.

For (51) Conductor H. B. Thompson of Division Three from Mrs. J. Peka for his kindness, pleasantness and courtesy to all.

MOTOR COACH

For (31) Motor Coach Operator W. M. Etchison from Mrs. Geo. C. Barnum for his patience and courtesy.

Meritorious Service

Daniel Webster's definition of the word "cooperation" is "the association or collective action of persons for their common benefit," but to A. H. Warren, Chief District Supervisor, it means all of that plus concerted action in a steady downpour of rain to maintain service with the aid of Mechanical Inspector Ralph E. Jones, who volunteered his services for five hours until the difficulty was overcome.

It appears that Inspector Jones worked from 9:30 p.m., until 2:30 the following morning on his own time and with the aid of his automobile, rendering valuable assistance to Chief District Supervisor Warren, which act brought about the following inter-departmental bouquet to William T. Brown, General Foreman of Car Houses, from Chief Supervisor W. H. Snyder, as follows:



R. E. Jones

"I have a letter from A. H. Warren, Chief District Supervisor, in which he informs me that your Mechanic, R. E. Jones, during the heavy rain, gave him valuable assistance by using his automobile to take Mr. Warren to several blockades on the lines and helped to clear them up so cars could get through with very little delay in many cases. . . ."

"On behalf of the Los Angeles Railway I wish to express appreciation to Mr. Jones for his good work in doing this on his own time. . . ."

It is unnecessary to say that "Billy" Brown was glad to hear of this and he wishes to say to the Transportation Department through Two Bells that the Mechanical Department stands ready at all times to give assistance in rendering service to patrons of the Los Angeles Railway.

Square and Compass to Elect Officers

Election of officers for the year 1929 will be held at the next regular meeting of the Los Angeles Railway Square and Compass Club, in the Masonic Temple at Pico and Figueroa Streets on Saturday, January 19th.

The evening will commence with a dinner at 6:30, to be followed with a program that should prove of keen interest to all who attend.

Experiments Being Made on Car Lighting

Experiments are being made by the Engineering Department on a new lighting system recently installed in cars 2501 and 1253.

Greater lighting intensity is created with the use of 30-volt lamps. These lamps are covered with ornamental globes, which, together with the new head lining installed in these cars, eliminates all glare. The head lining is finished in cream enamel.

These cars are also equipped with illuminated dash signs which greatly enhance the reading of terminal signs at night time.

Plays Santa Again

This Christmas, and for the past several years, the old timers on the "D" Line were remembered by a lady passenger who sees to it that they receive small gifts.

This year she said it in a more substantial way and each trainman received a nice new bill in a sealed envelope. Her action was prompted by the kind treatment she has received while riding the cars of this Line.

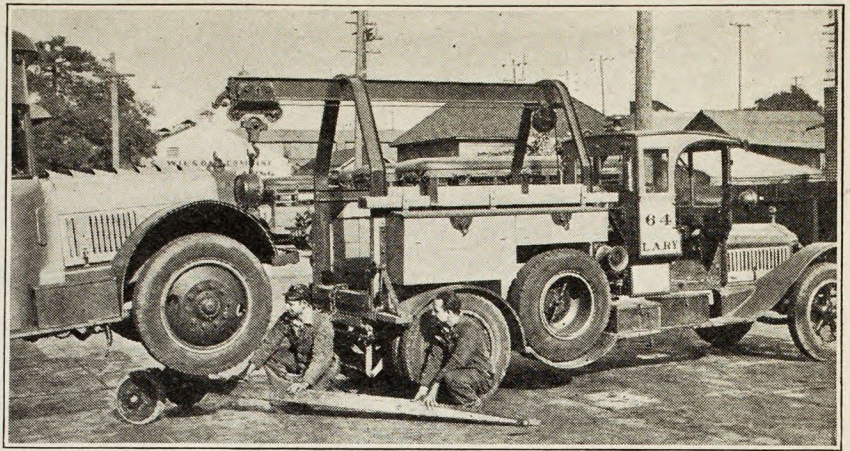
Change of Terminal Sunset Coach Line

On December 6, 1928, the downtown Terminal of the Sunset Line of the Los Angeles Motor Coach Company was changed from 7th and Grand to 5th and Hill Streets.

At the same time some of the fares were changed, as shown in bulletins issued at the time.



No, no, this is not the much-heralded "Question Mark" endurance flight crew, but on close inspection you will observe H. Earl, Assistant Foreman of Division Three Mechanical Department, taking his family for an airing. This was way back in 1912 in the days of the "pusher" plane. The breeze created by these air monsters of the early days caused the elastic to break in one of Earl's garters, otherwise the trip was quite uneventful.



Claude Simmons and George Oliver, Mechanics of the Garage, demonstrate how Emergency Coach No. 64 lifts the front end of a coach to enable them to place a dolly under the axle.

Emergency Coach No. 64 is now strutting its stuff with the new rigging recently designed, fabricated and installed by the Engineering Department, and which gives the coach the opportunity to be a friend in need to coaches in distress.

This new emergency rigging consists of one seven inch "I" beam which is eleven feet long and eight feet five inches from the ground, and two supporting channel irons; the front being five inches and the rear four inches. These are supported by four inch channel irons on each side. The entire frame work is secured to the

frame of the coach by "U" bolts.

On the "I" beam are trolleys operating on a steel cable. This cable is operated by a winch on the motor of the coach. The hook is connected with irons that fasten to the axle of the B. O. coach and the coach is thus raised to enable mechanics to place a dolly under the axle. The dolly is then fastened to the rear of No. 64 and the disabled coach is brought to the garage for necessary repairs.

This device is working out very successfully at the garage and is a big improvement over the old swinging boom.

Motor Coach Division Shows Progress Made During 1928

During 1928 several changes in the Motor Coach Division left the operations at the end of the year about the same in extent as they were at the beginning.

The Wilshire Boulevard and La Brea Avenue Lines were transferred into the service of the Los Angeles Motor Coach Company, and the Crescent Heights Boulevard Line was discontinued, it having been started as a trial service.

On the other hand extensions were made on the Melrose, Manchester, Florence, Beverly, Washington, and San Pedro Street Lines, aggregating 9.8 miles, and leaving the route mileage operated at the end of the year at 65 miles, which is the same as it was on December 31, 1927. The daily coach mileage also remains at about the same figure as a year ago.

A total of 27 new coaches were acquired, partly for the service of the Los Angeles Motor Coach Company and partly for the Motor Coach Division. This new equipment marks the first purchase of coaches equipped with the treadle door for automatic

rear exit, and also the first single deck coaches of approximately 40-passenger capacity. The number of coaches owned at the end of the year, including those in the service of the Los Angeles Motor Coach Company, was 169.

Garage facilities were improved by the addition of a brake testing machine, enabling quick and accurate adjustment of brakes, and by the addition of a dynamometer for various tests and checks on fully assembled coaches. This device was designed and installed by the company and is probably the most complete equipment of this kind in the country.

The end of the year 1928 marks considerable improvement in the quarters of the Motor Coach Division, as it will move into another building during this month.

In February, 1928, the style of cap of the motor coach operators was changed, and new badges and cap numbers were adopted at the same time.



Mary Watts



The maid had been using surreptitiously the bath tub of her employer, an elderly bishop. He was a bachelor, very fastidious about his toilet, and desired the exclusive use of his tub.

He reprimanded the maid with much indignation:

"What distresses me most, Mary, is that you have done this behind my back."

A cub reporter, frequently reprimanded for prolixity and warned to be brief, turned in the following:

"A shocking affair occurred last night. Sir Edward Hopeless, a guest at Lady Panmore's ball, complained of feeling ill, took a highball, his hat, his coat, his departure, no notice of his friends, a taxi, a pistol from his pocket, and finally his life. Nice chap. Regrets and all that."

"Half the City Council Are Crooks," was the glaring headlines. A retraction in full was demanded of the editor under penalty of arrest. Next afternoon the headline read: "Half the City Council Aren't Crooks."

She called her new sweetie Pilgrim because he made so much progress.

Magnolia: When Mandy went and got married, us girls done give her a shower.

Pansy: Dat sho' was nice Ah'll bet her husbun wuz glad to get 'er all nice and clean.

Brother Williams was entertaining the preacher and the meal was a good one.

"In fact," said the parson, "dat's as fine a chicken as I ever et. Whah did you all get him, Bruddah Williams?"

"Well, now, Pahson," said his host with sudden access of dignity, "when you all preaches a speshul good sermon, does I eber ax whah you all got it? Seems to me dat's a mighty trivyul matter, any-way."

Sam: "What am you doin' now?"

Bo: "I'se an exporter."

Sam: "An exporter?"

Bo: "Yep, the Pullman company just fired me."

A business man advertised for an office boy. The next morning there were some fifty boys in line. He was about to begin examining the applicants, when he was handed a card on which was scribbled: "Don't do anything until you see me. I'm the last kid in line, but I'm telling you I'm there with the goods!"

Lady—Are you sure that this milk is fresh?

Milkman—Lady, half an hour ago that milk was grass.

"Who's the absent-minded one now?" said the professor in triumphant tones suddenly producing a couple of umbrellas from under his arm, as he and his wife were returning from church. "You forgot your umbrella, and I remembered not only mine, but yours as well."

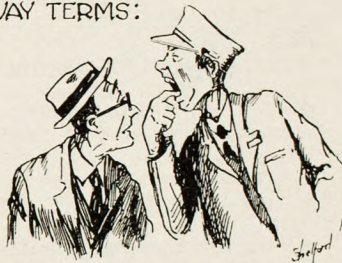
His wife gazed blankly at them.

"But," said she, "neither of us brought one!"

She: "My, you look bad. You look very much upset."

He: "I am upset, my bank busted yesterday and I lost my balance."

RAILWAY TERMS:



INSPECTOR OF BRIDGES

Mother—"Dorothy you have disobeyed mother by racing around and making all that noise. Now you shan't have that piece of candy."

Father (entering a few minutes later)—"Why so quiet, little one?"

Dorothy—"I've been fined for speedin'."

"Brethren," exclaimed the preacher as he came across a portion of his flock engaged in pursuing the goddess of chance: "Don' yo' all know it's wrong to shoot craps?"

"Yes, pahson," admitted one parishioner sadly, "an', believe me, ah's payin' fo' mah sins."

"Niggah, I'se goin' to mash yo' nose all ova yo' face; I'se goin' to push dose teeth down yo' throat and black both yo' eyes—et cetera."

"Black man, you don't mean et cetera, you means vice versa."

A perplexed porter was explaining an unprecedented situation to the Pullman conductor.

"But, captain, the stepladder's missing; who took it? And why? And how?"

"But who would want to steal a Pullman ladder?" expostulated the conductor.

"I don't know, but she's gone," responded the porter.

At this juncture a passenger occupying an upper berth for the first time overheard the conversation, parted the curtain and remarked genially:

"Here, porter, you may use mine. I won't need it till morning!"

Mother (to little girl who had been sent to the hen house for eggs): "Well, dear, were there no eggs?"

Little Girl: "No, mummie, only the one the hen uses for a pattern."

"Well, my wife has divorced me."

"And I remember the time when she used to wave her hand to you every morning when you left the house."

"Well, you see, it wasn't a permanent wave."

"Eliza," said a friend of the family to the old colored washerwoman, "have you seen Miss Edith's fiance?"

Eliza pondered for a moment, then bent over the laundry tubs once more. "No, ma'am," she said, "it ain't been in the wash yet."

"Yes, sir," panted the new shepherd, "I got all the sheep in, but I had to run some to get those lambs."

"Lambs? I have no lambs. Let's see what you got," was the answer.

Looking into the shed, the astounded owner saw fourteen panting jackrabbits.

"James, have you whispered today without permission?"

"Only wunst."

"Harold, should James have said wunst?"

"No'm, he should have said twict."

He was a darky on trial for taking whiskey.

"What's your name?" asked the judge.

"Joshua, suh."

"Are you the Joshua that made the sun stop?"

"Nah suh—I'se de one what made de moonshine."

A Frenchman who could speak no English was driving along one day and saw a man lying injured by the roadside. Stopping to see if he could be of any assistance he approached the prostrated man.

"Parlez vous Francais?" he asked.

"No, Chevrolet Coupe," was the response.

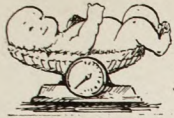
A guest of a small Southern hotel was awakened early one morning by a knock on his door.

"What is it?" he called drowsily without getting up.

"A telegram, Boss," responded a negro's voice.

"Well, can't you shove it under the door without waking me up so early?"

"No, suh," the darky answered, "it's on a tray."



Births

More power to "Unca Dway." That's Vernon Anderson's baby daughter lisp-ing two years hence. She just came and isn't quite old enough now. Our day foreman, Ray Anderson, is wait-ing with anxious ears for that day to come. We know he will forward our congratulations to Vernon and his wife. Vernon was formerly Mechanic at the Garage.

P. Haywood, Division Three Mechani-cal, announces the arrival of a nine-pound daughter on December 7th. Mother and daughter doing fine. Con-gratulations, Pearl.

This was not a Christmas present, but it was near enough to be consid-ered one. On December 12th an eight-pound baby girl was presented to Motorman John Henschall of Divi-sion One, and to say that John is walking on air would be putting it mildly.

Another boy added to the family of Dave Rinehart, Carpenter at South Park Shops. This seven pounds of joy arrived December 9th.

From Division Four:

Albert James Bettell, born Novem-ber 28th, to Conductor and Mrs. B. R. Bettell. Albert's papa says that the little fellow is doing so well that he will soon be smoking his dad's cigars.

Another little fellow who hasn't as yet broken into print via Two Bells is William Lewis Aufderheide, born Octo-ber 10th to Conductor and Mrs. M. M. Aufderheide. The little fellow's dad didn't let us in on the secret until he was nearly two months old, but we saw that he attended the Christmas party at the Shrine.

Former Accountant Passes

The sympathy of all is expressed on the death of John Conklin, Accountant with the Valuation Department, who passed away on December 21st. The funeral services were held at the Forest Lawn Cemetery on December 24th.

Conklin had been with the Company since 1923 and his splendid character endeared him to all with whom he came in contact.

Now High Priest

Before a large gathering of his Masonic friends, Stanley Underwood, Head Timekeeper, Auditing Depart-ment, was installed High Priest of the Eagle Rock Royal Arch Masons on December 20th.

Appreciation

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

A. H. Popst and Son.

This is to acknowledge with sincere thanks the kind expression of your sympathy in the death of Earl Powell.

The Prout family.

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

Mrs. Ethna Phelps and family.

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

Frank A. Barry.

Legal Questions

Q. How much can a finance company charge as interest on a six month's loan?
J. R.

A. One per cent a month on any con-tract regardless of the length of time it runs.

Q. Can the lessor change the terms of a lease in a month to month tenancy?

F. N. S.

A. Yes, by serving the lessee with thirty days written notice.

Q. How is inheritance tax computed?
J. D.

A. The market value of the property on date of decedent's death, except where transfer is made in contemplation of death, when value on date of transfer governs.

Q. If I orally give a real estate man permission to sell my property and he does so, can he collect a commission?

J. R. V.

A. No. It must be in writing.

Q. Within what time may property sold for taxes be redeemed?

C. H. L.

A. Within five years by the payment of taxes, penalties, etc.

Q. Is it necessary for a child to give his consent in an adoption proceedings?
B. R.

A. Yes, if the minor is of the age of 12 years or more.

Q. Two of my friends and myself went on a note as surety for \$300.00. Judg-ment has been obtained against us for that amount. One of my friends settled the judgment for \$100.00. Can he sue us and if so what amount can he recover?
J. F. L.

A. He can not recover anything for the reason that he has not paid more than his share of the original note.

Q. I am the owner and entitled to exclusive possession of a house, but the house is unlawfully occupied by a man and his family and they refuse to move. What can I do?

F. G. A.

A. Bring an action in ejectment.



One who believes in starting the New Year right is Conductor B. V. Harrel of Division Five who was mar-ried New Year's Eve. Good luck to you, Harrel, old boy.

C. Hamlin, formerly of Division One Mechanical and at present on the Fire Department, paid us a visit the other day, to say hello to the boys and to tell us that he had just been married. Congratulations, Charley, and thanks for the cigars.

The rest of the meek solos and Ye Scribe of the Garage have not recover-ed from the pale, green envy aroused when we beheld the wonderful set of silver presented our blushing bride-groom of the month, William Craig, by the boys of the division. Craig mod-estly remarked, "Now we can eat three meals a day without washing the dishes." Sounds like home cooked meals for him. Now, I don't know just how this happened but Craig's down-fall might indirectly be traced to Dean Ovard. It seems that the other side of this romance is Dean's sister-in-law.

Cupid positively played a Scotch trick on John McCornack, of the Of-fice, and shattered the "Bachelors' Union" of that place with one well directed arrow. This same Mack who lately scoffed at marriage now bows to a revised state of affairs. Congratu-lations from the Garage, Mack, and may all your troubles be only small ones.

Ballard Called Beyond

It is with regret we mention the death of C. R. Ballard, Flagman, who passed away on December 6th.

Ballard's service with the Company dates back to June, 1909, when he started as Motorman at Division Three. In July, 1928, he was appointed Tem-porary Flagman, returning to train service in September of the same year. He was appointed Regular Flagman in October, 1928, which position he held up to the time of his death. During his many years of service he had made many friends and his passing will be greatly felt.

For Sale

New Four-Room Stucco—Breakfast nook and screen porch, hardwood floors, plastered and bedroom papered. Tub and shower baths. On back of business lot, on boulevard. Small down payment—rest like rent. R. E. Burrow, Division One.



YOUR JOB IS LIKE YOUR MIRROR — IT GIVES YOU BACK JUST WHAT YOU PUT INTO IT!

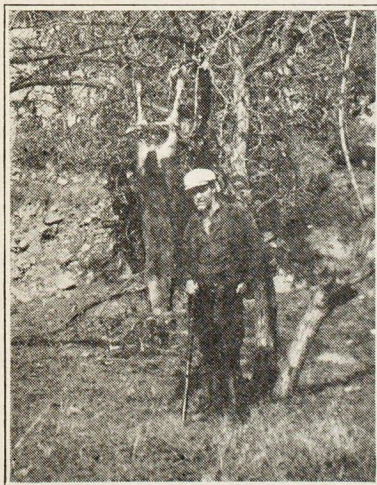
New Scribe At Coach Division

Give the little boy a big hand! Introducing our new Scribe of the Motor Coach Division, Harry Nordmark, Inspection Clerk in the Garage Office.

Elmer Wood, who has graced the Motor Coach column for several years, has found it impossible to do justice to the news on account of shift changing and has therefore resigned as Scribe.

Harry Nordmark started with the Company on August 14th, 1926, as Serviceman, and on March 1st, 1927, was transferred as Inspection Clerk in the Garage Office.

In your New Year's resolutions you fellows of the Motor Coach Division and Garage might include a news item or two occasionally for the new Scribe. Try him out, you'll find him willing to listen to you.



Jim Hiestand, Mechanic Garage, went deer hunting with Ben Rogers and L. Leffler, in the Black Mountains near Silver City, N. M. Jim brought down this 135 lb. white tail.

A New Year's Greeting

The following letter, written by Thomas M. Braxton, a regular patron of our lines, is a splendid compliment to the type of service rendered by the Company. Mr. Braxton kept a diary of his daily travels and his letter should prove interesting to trainmen:

"During the year which has just drawn to a close, I kept an accurate record of my street car travels. I traveled over the entire Los Angeles Railway system and my street car rides ranged from one block in length to over twenty miles the day I went from the end of the line at Eagle Rock City to the other end at Hawthorne. I am quoting below a few figures which I think are interesting:

"I rode on the Los Angeles Railway cars 354 out of the 366 days of 1928. I had 1683 street car and 37 motor coach rides. This cost me just \$59.33½ which is somewhat under three and one-half cents per ride.

"These rides run from 552 on Line "J" to one on the Boyle and East First Street shuttle lines.

"At no time during the year did any of these cars meet with any accident other than the occasional taking off of a step. No passenger, motorist, or pedestrian was injured in any way while I was a passenger.

"There were no serious delays and but a few minor ones to any of these 1683 cars.

"None of the 1683 conductors and 37 motor coach operators were anything but most courteous. There were no arguments about fares or transfers. None of the 1683 motormen missed my stop and no car passed me up at a corner without a good reason and I knew the reason.

"I have no reason to kick about the service or the 'high' fares. They both suit me fine."

Former Flagman Passes

J. W. Phelps, Flagman, was called by death on December 19th. His length of service dates back to September, 1902, when he started in as a Motorman. He left the service in November, 1911, but came back to the employ of the Company in September, 1913. In November, 1913, he was appointed Supervisor, but returned to the platform service shortly afterward. He was appointed Flagman in July, 1923.



Division One

H. N. COLE

Conductor N. C. Fisher has been granted a leave of absence. He will try out a position in the Post Office Department.

This is rather an unusual season for a vacation, but Conductor O. L. Dunn is taking thirty days off.

For the third time this year, Motorman H. D. Ortega is at the head of the extra list. He says he is getting used to it by now and doesn't get much kick out of it.

Conductor R. H. Rogers has been confined to his home for several weeks with the flu.

Stiff neck, caused by a boil, has been claiming the attention of Conductor D. W. Tinsley for the past several weeks.

Conductor L. E. Adkins of the Visiting Committee is the busiest man around the Division, both off duty and on duty. When he is not visiting the sick he is being pounded with questions regarding sick benefits, etc.

Among the list of recruits to join our army of conductors is J. J. Cromier, brother of Conductor-Line Instructor H. J. Cromier.

About a year ago Motorman A. H. Middleton had a little trouble with his automobile and came out with a broken finger. Recently he had a return engagement with the same machine with a broken arm as the result. He thinks the machine may have designs on his neck so in the future he is going to be very, very careful.

Motorman Will Matthews needed a tow-rop. The time had arrived when he would be likely to need one. Lady Luck came his way and dropped one in the street. It was turned in and in due time came back and now Will has more confidence in his Essex.

An unusual find was turned in at this Division several days ago. It appeared to be the anchor chain off the Battleship Maryland, judging from its size. Motorman A. Prancevich picked it up in the street and with the help of several natives it was passed over the counter to Clerk Roy Ruggles, who took its finger prints and passed it on.

Conductor Sam Gosley is reported quite ill at Sawtelle Government Hospital.

After two weeks illness, Conductor J. M. Hunsaker is back on the job looking a little thin but otherwise all right.

Instructor G. L. Musselwhite was rushing home to dinner in one of Mr. Ford's latest models when something happened. Smoke came from beneath the hood and Musselwhite went for the nearest sand pile and fought the fire with sand but it didn't prove effective so the fire Department was called out to finish the job. All the wiring was burned out, otherwise no damage was done.

We feel sorry for those of you who failed to attend the Company Christmas Frolic on December 22nd. It surpassed by far, and in every way, all previous Frolics. Presents for the kiddies and refreshments and entertainment for all. Everybody had a fine, large time.

For the first time in many years, Conductor Charley Groth failed to connect up with his p.m. recreation period at Seventh and San Pedro Streets. The last line choice on the "N" Line found too many old timers over there so he had to fall back on a late swing with the rest of us. The good looking fellow operating the switch in his place is Motorman J. O. Huffman, whom we all know as the "Early Songbird" of Division One.

It is with sincere regret that Ye Scribe, after working the "J" Line for three long years, reached the decision that it would be to his advantage to sever his connection with that line and return to his old favorite, the "N" Line, where he is now renewing old acquaintances.



Division Two

H. F. NELSON

Motorman R. R. McFall of the "O" Line figured in an auto accident about ten days before Christmas, in which he was thrown twenty feet out of his car and landed on his back, causing a compound fracture of the pelvis. He was at the Good Samaritan Hospital for several days where X-rays were taken to determine just what was wrong. About three days before Christmas the Doctors decided he could be moved to his home on 109th Place. Several of the boys have called on Mac and found him in good spirits, regardless of the fact that he will have to stay in bed for at least two months and possibly three. Mac is not of the disposition to enjoy himself lying in bed with nothing to do. If any of you boys have a spare hour, drop in and have a little chat with him, his address can be obtained from the Clerk at the window.

Two of our grown up Conductors still believe there is a Santa Claus. On the 24th a man got on Conductor F. H. Duncan's car and handed him what he thought was just a little souvenir, but upon opening it, found a shiny ten dollar gold piece resting under a pretty ribbon. Of course, he wasn't a bit surprised.

Christmas day a man jumped on to Conductor W. J. Thomson's car and said, "Merry Christmas, Mr. Conductor," and handed him a dollar bill. W. J. said he looked at the man to see if he was sober, and finding that he was, looked at the bill to see if it was good. W. J. is Scotch and it is hard for him to believe that things like that really happen.

Motorman J. A. Godwin dropped in at the Division just before Christmas. It will be remembered that several months ago he was injured at 7th and Flower, while putting up the rear fender of his car, an auto struck him and broke his leg in several places. He had quite a time and underwent several operations. Now the bones are knitting splendidly, and he is able to get around quite lively with a cane. Expects to be back on the job before many months have passed, and here's hoping he can make the grade as soon as he expects to.

We extend our sympathy to Conductor C. F. Eastman, whose mother passed away about a month ago. Shortly after, C. F. was sick with the flu, but returned to the job in time to take part in the Christmas rush.

Also extend our sympathy to Motorman G. Lawrence. His father passed away Christmas eve and was buried the following Friday.

We do not know just how our Stenographer, Mrs. Pearce, spent Christmas day, but the following day she was busy trying to buy parts for a Pontiac.

Speaking of automobiles, our latest Cash Receiver, Mr. Taft has been having troubles of his own with his car. The Afternoon Clerk has equipped his car with a tow rope in order to give him a lift when it is necessary, which is quite frequent. Christmas night he had to come in from Alhambra by street car, and he still had two hours work to do when the last car left at midnight, so he just waited for morning. Yes, you can buy it from him very cheap.

Conductors F. W. Baker and O. E. Wilson are still on the sick list. Both are able to be about, but not in shape to come back to work.

Motorman A. T. Munn is still taking life easy at the hospital, and is improving rapidly.

Instructor C. A. Kern spent several days at home with the flu during the month of December, but is now back on the job feeling fair.

Foreman J. A. Madigan spent three days in bed just before Christmas with a bunch of wild nerves. The rest seemed to do him a lot of good, but if he had spent six days in bed he would have felt just twice as good.

Motorman J. P. Loving was granted sixty days leave of absence to rest up.

Motorman J. A. Bell has been very sick for the past six weeks, and it will take some time before he has recuperated enough to return to work.

Motorman W. A. Adair is recuperating at the Soldiers' Hospital at Sawtelle; he suffered from a nervous breakdown a couple of weeks ago.

The ten year old son of Motorman C. Hogan, who was struck by an auto shortly after Christmas, passed away on the night of the 27th. We extend our heartfelt sympathy to the bereaved parents.



Division Three

L. VOLNER

After fourteen months off duty as a motorman during which time he was working traffic at First and Main, William ("Mike") Pearson has returned to front end of the cars on the "B" Line. It seemed rather strange to see Mr. Pearson breaking in again, as he was the first motorman to operate on the "E" Line when it was extended to Eagle Rock.

The big Christmas party at the Shrine Auditorium was well attended by the men and their families of Division Three.

The past year has been one in which all of the boys of Division Three have clearly demonstrated that they are striving, at all times, to uphold the honor of the division by doing their work in a manner that is creditable to all. Speaking collectively, there may be others "just as good" but never any better than the boys of Division Three. It is my sincere wish that the coming year will bring much happiness and prosperity to you and yours.

George E. Ferguson,
Superintendent.

Old folks as well as the kiddies had a splendid time.

Motorman H. C. Jones was called to Salt Lake City the latter part of December on account of the serious illness of a near relative.

During Christmas week Motorman J. O. Carr attended a family reunion in San Francisco.

Accompanied by his oldest son Motorman M. L. Hersom spent Christmas at Catalina.

It is several months until Easter, but we need not wait that long for a new cap, as a recent bulletin states they are now only \$1.50.

The payment of bonus on December 14th was well received by all those eligible at Division Three, and the number of special awards proves conclusively all men are trying hard.

The only present we didn't get was "more witnesses." Just because we beat Division Four last month should not cause us to lie down on the job and not get any more in the future. We can stay on top!

Conductor O. G. Nelson was called to his old home in Iowa the latter part of December on account of the serious illness of his mother.

Conductor George Mayhew was seen around the Division the early part of last month with a child's size parrot perched gracefully on one of his fingers. George says he spent several strenuous days training this bird for its trip to Oklahoma, where it was sent as a present to a near relative. One of the "stove-pipe committee" asked George what kind of a bird it was and he replied: "I'm not sure, but I think it is a Jew duck."

A letter received from Motorman P. Wankier says he is spending a few weeks in Jensen, Utah, and thus far has encountered plenty of snow and ice with the temperature ten below.

Conductor E. E. Fort has returned from an extended stay on his ranch near Lebec, California.

Conductor V. R. Fenton is spending a few weeks in Arizona with his family.

Two ex-motormen, who are now on the police force, did much to keep traffic moving on Main Street during the busy holiday season—Officer Heddon stationed at Fourth and Officer Candlish at Eighth.

Conductor R. L. Boyd would like to thank the person who "borrowed" his car New Year's Eve for returning same next day about noon. Mr. Boyd was going out to play in the Company Orchestra that evening and had all of his tools, strings, etc., in the car.



Division Four

E. E. JOHNSON

Will some one answer this one for Night Switchman Frank Ervin? How can Erv McIntyre, a carpenter on the night mechanical force, carry an open umbrella in one hand and his tools in the other and do carpenter work and keep dry all at the same time? All this Frank claims he saw Erv do in one of the rainstorms we had around the first of the month and Frank is still wondering how it's done.

The opening of the season for quail, the first of December saw Conductor J. M. "Slim" Johnson, Motorman M. H. Steele and a party of two others down around the vicinity of Indio, and before long they had bagged their limit and said that they could have had plenty more.

During the November elections Conductor A. L. ("Doc") Layton was an ardent Hoover booster and it still has a good hold on Doc, in fact, so good that he missed out one morning and four days later thinking he had an hour he stopped and chewed the fat on the merits of his man and missed out again by nearly thirty minutes and incidentally Doc hadn't missed out before in over two years.

Motorman M. Connor, who has been very sick, is now reported to be on the upward trend, and it is very gratifying to know that Mike will be back with us soon.

Conductor C. J. Knittle, who was so seriously injured when run down by an automobile some weeks ago, is now reported to be out of danger and doing very well.

Conductor W. E. Burke while pulling the switch at Temple and Belmont was struck by an automobile and his leg was severely injured, causing him to be off about two weeks. We are glad to see Burke back with us now and his leg in such good shape.

Motorman H. DeJager, who runs one of the Pico Owls, has many friends that ride with him, there being among them a group from the Evening Herald who wished to present Herman a little Christmas Spirit, so they had a box made up for him done in the prettiest Christmas fashion. Proud of his possession, Herman opened it, and to his dismay found that he had a beautiful box of has-been cigarettes, cigars and matches. No more snipe shooting for Herman!

Ye Scribe started out Christmas with a good feeling but ere the day had proceeded very far was tucked away in bed with, shall we call it flu to be in style (?) Well, anyway he was out a few days with a bad cold, and to say the least, he would rather have been up.



Division Five

FRED MASON

Well, boys, the holidays are over and we have now started into the New Year.

Let's all pull together and make this even better than last year.

Motorman J. Celus slipped away after Christmas for a trip to Oakland and will be away until after New Year's.

Motorman Johnnie Coward took a ten day leave of absence, spending Christmas in Oakland and New Year's Day at home.

Another vacationist is Conductor R. W. Dunn. He's off for seventeen days, spending his time and money in Phoenix, Arizona.

Motorman A. F. Fox also felt like resting up and took ten days off for that purpose.

To visit the folks at Niland, Imperial Valley, Conductor W. H. Morgan packed the wife and family in the old reliable flivver and laid off for seven days.

Conductor E. R. Trefren also took off ten days and visited with the folks in Santa Ana.

Conductor A. E. Borman, who is on indefinite sick leave, writes from Phoenix, Arizona, that he is getting along as well as can be expected and wishes to be remembered to all the boys of Division Five.

We are glad to see Motorman Harry Bush back on the job again after being off sick for over a month.

Motorman R. R. Rigger is also another one of the boys we are glad to see doing his stuff after almost two month's sickness.

Conductor T. A. Roy, who has been off sick since July 31st, 1928, is still confined to his home at 3304 Hyde Park Boulevard and will appreciate a visit from any of the boys

Motorman A. J. Arnold writes from Adelanto, California, where he is recuperating from an illness dating back to October 29th, 1928. He is getting along as well as can be expected and wishes to be remembered to all the boys.



Shops

JACK BAILEY

R. Dwyer, Assistant Foreman of the Winding Room, and wife (nee Rhloff) spent the Christmas holidays at Santa Barbara visiting friends.

Andy Mier, Clerk in the Electrical Department, answered in person to a telegram from his sister in Arizona who was ill. Andy returned after the holidays.

William Larson, of the Winding Room, has been confined to his home the last three weeks on account of illness.

H. Heuer who answers on the Winding Room sick list, did not forget to send in his Christmas cheers for the boys. Herman is one of those kind of fellows who likes to make "WHOOPEE" on Christmas and New Years.

A. Schoonover and W. Martineau of the Electrical Wiring Department, who were sent out to Division Three during the holiday rush, are back at their old jobs again.

W. Krauss of the Winding Room, was granted three months leave of absence on account of poor health.

Ted Ormston of the Winding Room and

his wife spent a delightful Christmas at Tia Juana.

R. Catherman, Paint Shop Clerk and Truckman, was called to Phoenix, Arizona, to the bed-side of his mother who was threatened with double pneumonia.

James Davison, Truckman, must have had a very enjoyable Christmas. He return to work the 26th with that left out look you have when "you fa' down." In this case he fell asleep on the car and had to walk to the Shops from 80th and Broadway.

Truckman John Glanuzina spent the holidays at Blythe.

We take pleasure in announcing the new addition to our big family, Charlie Hirshfield. Charlie is in the Buffing Room filling the place of Robert Adams who was hit by an auto.

Phillippe Villalobos of the Machine Shop, is off duty nursing an injured thumb.

Joe Gordon, Foreman of the Blacksmith Shop, was away a few days due to illness.

Winners in the recent quoits tournament were as follows: Singles, George Hoffman; doubles, C. Canales and W. Veal. If you don't think this is great sport just drop in at the Carpenter Shop some noon hour and see for yourself.

T. J. Mize, Carpenter, who was injured December 12th by a fall from the top of a street car, has been removed from the hospital and is at his home at 1935 Carlin Street, Willowbrook. Many of his friends will be glad to hear he is getting along fine.

Andy Horn, Watchman, was taken to the California Lutheran Hospital December 18th for an operation, and is reported convalescent.

H. L. Turner, Clerk in the Master Mechanic's Office, was called away to the north on account of the serious condition of his father.

J. H. Oven, Progress Board Clerk, rated his vacation during the last weeks of December. Two weeks plus all the Christmas and New Year holidays. John is not so dumb.

One look at Clerk A. D. Arnold of the Master Mechanic's Office and you would say he had been hit by a truck. Not so, he was only "subbing" for Harold Shelford in a friendly soccer game. Shelford and Arnold are both members of the Inglewood squad who met the Mercury Eleven at Inglewood December the 31st.

Carpenter John Benko who has been down with pneumonia is reported coming along fine and will be back on the job soon.

M. Wassell of the Carpenter Department was off some two weeks on account of illness.



Motor Coach Division

HARRY NORDMARK

We are sorry to hear of Operator Frank Barry's great loss, the death of his beloved wife, December 12th. Frank can not express with mere words his gratitude and appreciation for the token of sympathy from the boys.

W. S. Stone believes in striking while

the iron is hot. Therefore when he found the money bag extra heavy and able to supply him for a trip home he took his knapsack, his thirty day leave and hid himself to the southern canyons where the old folks are waiting.

That smashed finger of Operator F. L. Bills is causing no end of grief. Blood poison is no Christmas cheer to be content with and we hope his misery of the last two weeks will not continue.

All two Carpenters are valiantly striving to complete that new lobby across the street for the boys as soon as possible. About ten days should see the last of the old quarters and find the matches striking on new walls. Formal attire will be correct for the premiere opening. Further announcements later.

Of course, you all took a few jolts and bumps in the quarterly shakeup?

The flu took such a heavy toll last month that they were considering a special draft of Operators' wives and perhaps the children. Anyway, I won't attempt to list the victims because of the danger of writer's cramp.

Garage

Then you know of our friend Decker in the Office, who made the truly remarkable discovery that a large balloon tire and wheel would fit perfectly in one of the gas station pits. Of course, like all scientific discoveries, this was quite accidental and anyone wishing to learn this lost art would do well to consult him.

From morning to night, Jim Heaston molds crumpled fenders back into shape and the Shop prides itself on his work. Now, just imagine the Shop's embarrassment when it learns that Jim just forked over four good dollars to have an insignificant fender on his car straightened. What kind of logic is that?

"Ed" Gathorne, Jack Dempsey's running mate, of the Store Room will go a few rounds with the conductors and brakemen on his way up to Frisco during his vacation. This is Ed's annual visit with his son so we can rest assured that he got plenty of turkey during the holidays.

Then there was the big Christmas party. The boys from the Motor Coach Division certainly turned out in full force. Everyone thoroughly enjoyed the program and the eats. We hope to be favored with as wonderful a time next year. Jack Savage, B. F. Sterling, Wm. Maitland and Dorothy Rankin occupied the popular attraction for the children. That was the Garage toy booth.

Yes, women certainly are getting into everything. Take Dorothy Rankin, the Telephone Operator, for instance there in the garage booth brazenly taking the place of Santa and she didn't even have whiskers. Mrs. Santa Claus doesn't sound natural.

The brawn and strength of the garage men have kept the sick list low this month. Dean Ovard kept the bed clothes warm for several days and H. Weaver was slightly under the weather.

Some of the fellows are considering the advisability of taking up arithmetic since the new inspection system went into effect. Adding 500 miles will become a habit with you Mechanics before long, so don't enroll in Hollywood Grammer school yet.

Mechanical

H. K. Conacher

Division One

After an absence of three years, working as a lumberjack in the State of Washington, Archie Little decided that Los Angeles and the Los Angeles Railway is good enough for him and he is back with us again at Division One to stay.

The original "Doc" C. Carlile went hunting last week with a single barrel shot gun and brought home fourteen young jack rabbits.

E. O. Arnold has been on the sick list the past week with a touch of the flu, but is well on the road to recovery at present.

Ruel Martin, our "pinch hitting Clerk," was the happiest one around the Division last week, due to G. S. King returning to work after an attack of the flu.

Division Two

Foreman "Doc" Robey is back with us again after a week spent at home recovering from an attack of the flu.

Those of you who missed the Company party at the Shrine Auditorium missed a very good time. Those "hot dogs" and coffee went over big. Judging by the smiles that were in evidence, everyone enjoyed himself.

H. T. "Babe" Brown was very much disappointed last month, after applying for tickets to the City Employees' Annual Ball, he learned after looking around town, that he could not get dancing shoes large enough for him.

Boys, are your accounts in numerical order? If not, why not?

H. Murray spent Christmas day with his family at Oceanside.

"Doc" Mullins and wife motored to Santa Barbara to spend Christmas day with their daughter and family.

L. Martin stopped in to pay the boys a visit the other day when he drove in from up near Victorville where he is spending an indefinite leave of absence.

G. W. Waggoner has been off for a few days with the flu, but is feeling much better at present and expects to be back to work shortly.

Leland Lee and Dan Yates have also been on the sick list.

"Scotty" Carmichael who has just finished remodeling his home is now on the market for a new "Chevy."

Division Three

Foreman J. W. Melvin of Division Four, Assistant Foreman H. Earl of Division Three and H. K. Conacher spent several days up at our good friend P. Flaherty's ranch during the first part of the month in search of quail and rabbits. The boys report a wonderful time and brought back a load of mud along with the game they bagged.

Foreman E. C. Muse took his new "Chevy" and family up to the County Play Grounds on the 16th of December. He reports a wonderful trip, lots of snow and everything.

P. Bachant, Painter, was on the sick list for several days, but is back on the job again feeling much better.

Geo. Treneer wishes to warn those who may be working with J. Scothorn to watch where Jim puts his left hand while passing tools with his right. George and Jim were making some repairs to a car

on inspection, George was inside and Jim was on the roof, George leaned out of the window and asked Jim to pass him a pair of pliers, which he did, trolley pole in one hand, pliers in the other and the rear trolley on the wire. What George got was plenty—live and learn boys.

We were highly commended by some recent visitors for the way we kept the premises clean, and all the tools put away in order. They made this remark, "a place for everything and everything in its place." It should make us proud of our work when we hear others commend us.

Division Four

At the time of writing we are glad to report that our sick list has been cut to almost nothing and outside of a few after Christmas headaches the boys are all on the job.

Our Clerk Sidney Beard is again on his feet and we hope to have him with us again before long.

Division Four was well represented at the Christmas party, we have it on good authority that they were a hungry bunch.

Our genial General Foreman, Billie Brown, believes in the old song "always leave them laughing when you say good-bye" and he was there at the finish with an apple and a box of candy for all. Mr. Conacher kept up his reputation as a glad hander.

Division Five

N. A. Land has had to put an addition on his house since the addition to his family.

Tom Cosgrove has shaved his top lip owing to the frosty weather.

Will someone kindly put H. Goodman on the Community Chest for a coat as he has been running around in his shirt sleeves during the recent cold weather?

Vernon Yard

H. I. Schaubert

If the Operating Department has any extra bouquets, please forward them to the "Speed Twins," Jinks and Gates, for meritorious service in placing the tracks over the new First Street Viaduct. They made time, and boy friends, they made track.

Starting on Friday, November 30th, they built complete 2000 feet of double track ready for operation on Wednesday, December 19th. If that is not speed, then Carl Heffington is not fat either.

We have a new face at Vernon Yard, A. Rankin, who is taking Max Smith's place on the compressor. Max left sunny California for the frigid east to take his wife back home. She has been very ill.

Sam Bevilacqua is progressing very nicely with the Pico Street canal. He reported, after the last rain, that he found some of his rails as far south as Venice Boulevard. Sam is rather excitable though so no one went down there to help him haul them back.

Vernon Yard's New Year Greeting—Come to us when you are in trouble, we'll help you. Come back when you are happy. That will help us. Let's all try for a big "come back" during the ensuing year.