

TWO BELLS

The Living Christmas Trees

By Grace Freeman Pease

HAVE you wandered through those magic groves
Of giant redwood trees;
And sniffed the spicy, fragrant air
And woodsmoke on the breeze?



Have you followed dusky trails to catch
That shifting, dappled light;
The sun through weaving lacy green,
A mystic acolyte?

Have you gazed through arches high
and far

Like dim cathedral aisles,
And sensed the dignity and peace
Of trees, for miles and miles?

Have you heard far through the waking
woods

A blue-jay's morning call;
And pondered there in reverence
The wonder of it all?

Have you counted in the redwood trees
A million lofty spires;
Or bowed before the embers' glow
Like sacrificial fires?

If you have, you've caught the radiance,
The fragrance, and the song,
And life shall know the secret spells
That to the trees belong.



To The Trainmen

THE year 1930, which is rapidly drawing to a close has been another year of trials and tribulations. Many annoying problems that have confronted us during the past twelve months have been met and conquered, all due to the wonderful spirit of cooperation of the employes of the Transportation Department. Some of these problems have not been completely eliminated, and are lying dormant, and it will take several months of untiring effort on the part of everyone to overcome these difficulties. But these problems, like all those in the past, will, I am sure, be satisfactorily handled because we know that the men in the platform service have never yet failed to give us full cooperation when they understood.

At this time of the year it is only befitting that I, in some feeble way if possible, express to you my appreciation for the wonderful loyalty given me during the year 1930, and I know that in the years to come I will have the same support that I have had in the past, if I but do my part.

With sincere appreciation and hearty good wishes for a Merry Christmas and a Happy New Year to all of you and yours, I am,

Your friend,

R. B. Hill

Manager of Transportation.

The Christmas Spirit

Now comes the yearly Christmas rush
With almost ev'ry trip a crush;
In ev'ry load are anxious mothers
With babes in arms, kid sisters, brothers,
All on their way to view the toys
St. Nick's prepared for girls and boys.
They'll walk about for miles and miles
Their happy faces wreathed in smiles.
But when the shopping day is o'er
They may be tired and cross and sore,



Their tempers may be sadly tried
When ready for the homeward ride,
So that's the time for us to be
Considerate; our sympathy
And any help we give will tend
To make each passenger a friend.
It's up to us to do our share
By courtesy, good temper, care—
By ev'ry kindly act in reason
To live the Spirit of the Season.

—Selected.



Published Monthly by and for Employes of the Los Angeles Railway

JANET C. MCNEILL
W. T. SHELFORD

Publicity Manager
Editor

Greetings From Our Chief

To Officials and Other Employes of the Los Angeles Railway:

It is always a great pleasure at the close of each year to extend my heartiest greetings and cordial good wishes to all of the employes of the Los Angeles Railway.

The past year has been a very difficult one and I want to thank you for the many manifestations of your cooperation and loyalty in our common task of rendering the best transportation service possible to the people of Los Angeles.

As employes of this company, you, perhaps, come into personal contact with more of this community's people than the employes of any other business concern. That the public on the whole is friendly to the company indicates that your work has been performed well and with courtesy to our patrons.

We face the New Year with optimism born of the hope that times will be better and that 1931 may prove to be a prosperous year for all of us.

To all employes and to their home folks, I wish a Merry Christmas and a Happy New Year.

President and General Manager.

Big Time Planned for Christmas Party

Clowns, acrobats, ponies, performing animals and everything that goes to make up a real circus will feature the Christmas party to be held this year in the Shrine Ballroom on Friday, December 19th.

Carrying out the same plans as last year, each employe will be furnished through the Company mail invitations and admission tickets for himself and dependent members of his family. Children between the ages of one and twelve years, inclusive, will receive a white card that will be enclosed, entitling the holder to a present. As heretofore, booths will be arranged on the mezzanine floor of the ballroom. Be sure to fill out the child's name, address and age on the card.

Plans are being made to handle the thousands of people who are expected to enter into the gala event at some period of the day. The doors will be open from twelve o'clock noon until eleven in the evening and the first circus performance will start at 2 p. m., to be repeated again at 8 p. m.

Music by a leading orchestra of local fame will be enjoyed from 2 to 5 o'clock in the afternoon and again after 9 p. m. for dancing.

Sandwiches, coffee and ice cream will be served on the mezzanine floor from the time the doors open at noon until 10:30 p. m., so that everyone may partake of refreshments at some time during the afternoon or evening.

The drawing of door prizes and special prizes for children will be held at 10 p. m.

Those who were fortunate enough to attend last year's frolic will need no urging to be present at the one to be held on December 19th. The popularity of these parties is increasing each year as it gives each individual a chance to meet his fellow employe

and family in a happy reunion of old friends and a chance to make new acquaintances in a Christmas atmosphere.

So be sure to watch for the invitations, fill out your name on your admission card and prepare yourself for one big time.

Pierson Defines Policy Change

Service of a standard that will be satisfactory and beneficial to all employes of our Company is the aim of the Personnel Department, under the administration of R. A. Pierson, Manager, to the extent that employes requiring medical attention or any other service of this department may obtain these requirements without any embarrassment to themselves whatever.

These sentiments were voiced by Pierson at a meeting held at South Park Shops on November 26th, which hundreds of Shop employes attended.

In outlining the new policies to be followed, Pierson called attention to the meetings that were held by John Collins last March in which the advantages of the new insurance, medical service and provident fund plans were explained.

In connection with the medical service plan, Pierson advised that any employe desiring this service is urged to take advantage of its liberal provisions with the explicit understanding that it is of a purely voluntary nature. Also that in instances of convalescence the reinstatement to duty of any employe will be determined by the attending physician's recommendation to be acted upon by the Superintendent or department head of that particular employe.

All checks will be promptly paid when due by the Personnel Department.

At the present time no radical change is contemplated in the panel of doctors. Employes are requested to go to their nearest supervising doctor for assignment.

At the conclusion of his talk, Pierson requested that any employe who had not been compensated for lost time, due to illness, above the prescribed seven days, and who had been under an authorized physician's care, should bring the matter to his attention. He stated he was anxious to compensate employes for legitimate claims of lost time and to bring about a better understanding between his department and the entire organization in all matters of medical service and insurance to the mutual advantage of all concerned.

Trainmen to Receive Bonus Dec. 15th

Jolly old Santa Claus comes again a little ahead of his scheduled visit to leave \$107,373.72, representing the total amount of bonuses, special and additional awards to be distributed among 1,918 trainmen comprising 954 conductors, 912 motormen and 52 safety operators on Monday, December 15th, at the five divisions.

Out of the total of 1,918 trainmen, 289 conductors and 220 motormen will participate in the special awards that amount to \$11,770.

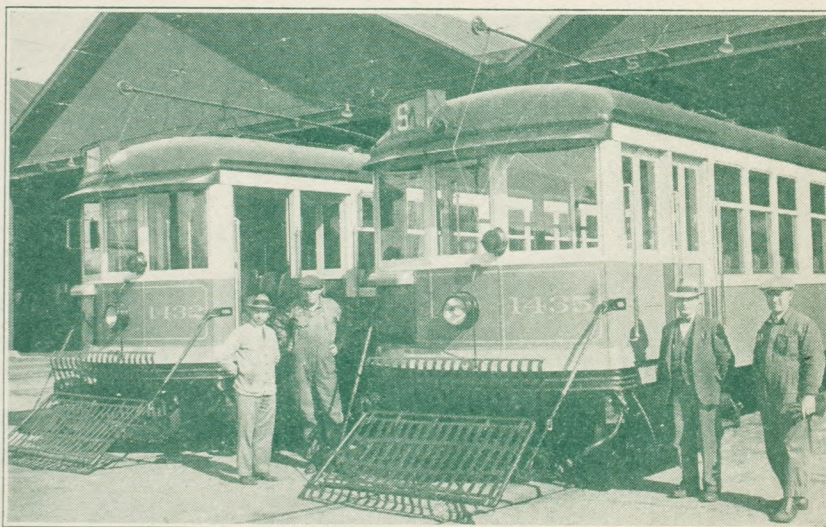
One very noticeable feature about the special awards is the fact that a great number of men have proven that it is possible to perform their duties in such a manner that enables them to become regular participants. The records bear out this fact. However, a greater number of violations

for the year resulted in fewer men receiving bonuses in 1930 than was the case in 1929.

The Discipline and Merit System will be carried on for the fiscal year as heretofore, with a slight change in classification for demerits issued by bulletin.

Although exact figures are not available at the time Two Bells goes to press, 142 motor coach operators will participate in a total bonus of approximately \$5,680.00. Of this number 26 operators will receive special awards amounting to \$820. This makes a grand total of \$6,500. This figure, however, represents a ten-month period, inasmuch as the bonus system was only inaugurated in the Coach Division on March 1st, 1930.

MORE GREEN CARS



Two sparkling new green cars, the first of twenty-five to be released for service as soon as completed at South Park Shops, were placed in service on the "S" Line on November 19th, last. The color scheme is similar to the other green cars now in service with the exception that the roofs are painted in brown instead of silver, which not only adds to the appearance of the cars but should prove a more practical color.

The attractiveness of the exterior is also augmented by the use of the new letter signs. These signs are of the roller type and can be illuminated at night.

The interiors of the cars take on a different appearance inasmuch as the seats are finished in a light green leather which seems to blend very well with the general color scheme.

On the left of the photograph are R. L. Guignard and F. N. Goodman, Inspectors for the Shops, who official-

ly gave the equipment their O.K., and are giving custody of the cars to Foreman F. F. "Doc" Robey and V. R. Bell, who are Inspectors for Division Two Mechanical.

Substation Operator Makes Heroic Gesture

Quick thinking and equally quick action on the part of H. L. Jones of the Huron Substation, will probably mean saving the life of his fellow employe, Duke Cochran, who is Foreman of the Substation.

Cochran is believed to have stumbled against a high tension wire. He was seen to fall with his clothes on fire by Jones, who grabbed a fire extinguisher and snuffed out the flames. Cochran was rushed to an emergency hospital and later removed to the Methodist Hospital where it is believed he will live. The incident occurred November 30th, last.

Complaint Figures Down in November

Courtesy improved 13 points this past month, 32 complaints in October and only 19 in November; Fare and Transfer Trouble 9 points, 50 in October and 41 in November; Starting Too Soon 12 points, 19 in October and 7 in November; Carrying Passengers Past Stop also improved slightly, 15 in October and 12 in November.

There were no complaints for Dangerous Operation. The records show 1 for October, 0 in November. Service improved 12 points, 36 complaints in October, 24 in November.

Five more complaints were registered in October for Short Change than in November, 10 in October, 15 in November. Two more for Miscellaneous, 32 in October and 34 in November. The total number of complaints for October was 210 and for November 169, a drop of 50.

Slight Drop in Commendations

During October, there were 48 commendations and in November 46, a decrease of 2.

At Division One, 12 men were commended, Division Two, 19, Division Three, 8, Division Four, 22 and Division Five, 3.

Division Four Alone Raises Witness Ante

You have to hand it to the boys of Division Four when it comes to procuring witnesses, and they don't stay very long below the seven point. For November they made it 7.04.

All other divisions held the same relative standings as in October but their November figures were all lower.

Here's how they stand for the month of November in comparison with October:

October	November
Div. 4 6.97	Div. 4 7.04
Div. 3 5.94	Div. 3 5.56
Div. 5 5.51	Div. 5 4.76
Div. 2 4.75	Div. 2 4.49
Div. 1 4.45	Div. 1 4.36

There were 1,310 accidents in November against 1,372 in October, a decrease of 62. The average witnesses per accident for the entire system totaled 5.20.

Cafe Open Christmas

Manager Harry Tuttle, of the famous Car Barn Cafe at Division Three, announces that the cafe will be open Christmas day and will serve special dinners.

Manager Tuttle wishes to express appreciation for the patronage enjoyed during the past year.

The Meter-Mileage Department



Left to right: Mrs. Fern Funk, Mrs. H. M. Wheeler, D. H. Johnston, C. H. Freestone, R. D. Thompson, Mrs. E. R. Graham, Miss M. I. Elrod Seated: John Collins.

To get this photograph we had to break up a card party but not the kind you could imagine yourself sitting up all night for because the cards used in this game are those in connection with street cars and power consumption—the meter card.

The work of the Meter and Mileage Department is to check up all meter cards and see that subtractions in kilowatt hours are correct; enter schedule mileage of each car and to make particular observation of any irregularities where meters seem to be running too low; check cards for on and off time of trainmen and then they are checked by the Mileage Department for schedule miles over actual number of miles each car operates. From here the cards are sent to the Tabulating Room of the Auditing Department, where the total mileage and kilowatt hours are computed for a fifteen day period. These totals are sent back to the Meter and Mileage Department and show the number of miles operated and kilowatt hours consumed by each trainman, by lines, on equipment of two and four motor type, and from these figures averages are arrived at to show the number of kilowatt hours used per car mile. The record of each man is sent to his respective division showing his average for the period.

The responsibility of this work falls to the lot of Superintendent John Collins, who needs no introduction to trainmen. Collins has been with the Company since April, 1901, when he broke in as motorman at Division One.

D. H. Johnston started with the Company on February 8, 1923. At that time he was placed in charge of traffic observers and later was assigned to mileage records of the Schedule Department. Johnston is Recording Secretary of the Square and Com-

pass Club.

While we blushingly admit that Mrs. Fern Funk is very young in years, she is the oldest in point of experience in mileage work, having been comptometrist for the Company since December 2, 1920.

R. D. Thompson came over to the Meter Department from the Schedule Office. He has been with the Company since November 12, 1923.

C. H. Freestone is also from the Schedule Department and is assisting temporarily on mileage work. He has been with the company since March 8, 1923.

The newcomers to the department are Miss M. I. Elrod, Mrs. C. K. Graham and Mrs. H. M. Wheeler. Miss Elrod is the daughter of Acting Chief Instructor Oscar Elrod. Mrs. Graham is typist and Mrs. Wheeler comptometrist.

There you are boys, there is the bunch that checks you up on power.

Division Assignments

To Division One; Motormen G. P. Bishop and J. W. Treat; Conductor W. D. Remer.

To Division Two; Motormen A. J. Wells, P. S. Hale, A. H. Peterson and G. F. Gilmore.

To Division Three; Motorman J. P. Dewey; Conductors W. D. Potts, G. N. Etherton and D. A. Soloway.

To Division Four; Motormen F. H. Jensen, L. M. Gode, G. L. Brennenstahl, J. T. Bream, W. Leffingwell and H. C. Chumbley; Conductors G. L. Olsen, G. Fisher and B. E. Clark.

To Division Five; Motormen W. C. Allen, F. M. Hall, T. C. Whitmore and G. L. Doster; Conductors W. E. Smith, A. N. Earle, T. H. Wood and F. E. Pults.

Square & Compass Club Provides Christmas Cheer for Orphans

Members of the Square and Compass Club, together with their families, once again heartily responded to the call for donations to provide Christmas cheer for unfortunate kiddies at the Covina Masonic Home. The meeting held in the Masonic Temple on Saturday, November 15th, was attended by several hundred people.

A benefit show given by the club, with the cooperation of Bethel No. 36, Order of Job's Daughters, went over in real professional style. Those on the program were Miss Alice Souther in a piano solo; Mrs. Julia Rivers, whistling solo; a vocal duet by Misses Jennie Farrand and Evelyn Frye, accompanied at the piano by Miss Florence Goodale; a reading by Miss Mary Boles; a piano-accordion selection by Walter Nims; vocal selections by the Los Angeles Railway Square and Compass Club quartet, consisting of O. T. Elrod, Burt Reid, William Taylor and Frank Reid; comedy juggling by George Hunt; and dancing, singing and acrobatic numbers by the Frank Matheny Four, consisting of Misses Aileen MacWhinney, Eleanore Seaman, Amy Flower and Annabel Michael.

D. H. Johnston, Recording Secretary, acted as master of ceremonies. John Collins, Vice President of the club, made the address of welcome and President Phil Klingel Smith expressed his gratitude for the large attendance and also thanked the members of Bethel No. 36 for their assistance in the program.

Refreshments were enjoyed after the entertainment.

Due to the Christmas season the club will carry out its usual custom of remaining dark during the month of December.

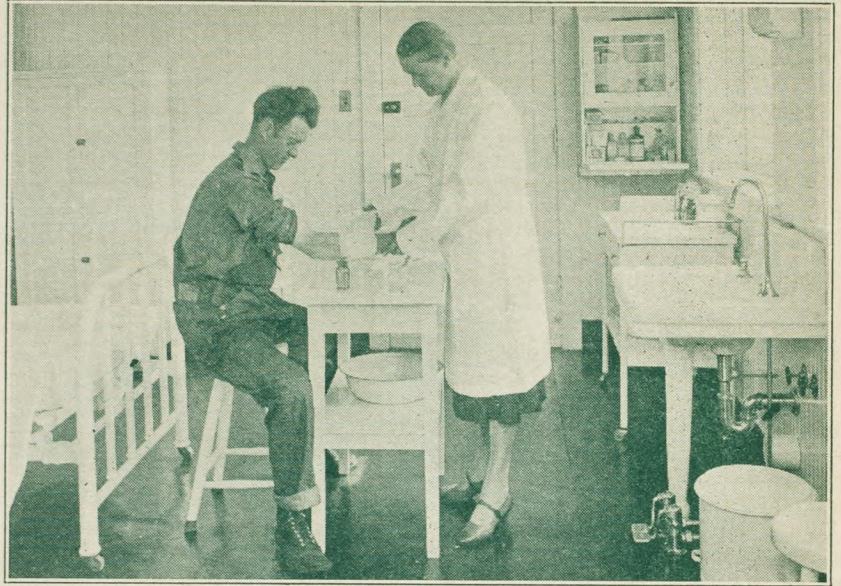
To Confer Degree

The Third Degree Team, under the direction of Phil Klingel Smith, has been invited by the officers of Euclid Lodge to assist in conferring the degree of Master Mason on one of the Company's employes, on Thursday, December 11th.

Extend Invitation

The Signet Chapter of Royal Arch Mason extends to members of the Square and Compass Club a hearty welcome to attend the installation of officers on Monday, December 15th, in the Masonic Temple, at Pico and Figueroa Streets.

South Park Emergency Hospital



Although hospitals are very good places for healthy workers to stay out of, still when first aid is needed it is pretty nice to have some place to go for treatment. The first aid hospital at South Park Shops moved from its location upstairs to the ground floor directly under the general offices, a central location, where Mrs. N. M. Kearns takes care of emergency calls. The hospital is modern in every sense of the word and proves to be a valuable adjunct to the Shops for the needs of workmen who may be injured or become ill.

H. D. Sievers, of the Carpenter Shop is having a bum right wing dressed up all nice and pretty. Sievers is the star pitcher of the Lary Baseball Team so he had better keep that slinging arm in trim for next season's baseball.



Introducing little Miss Frances Roseline Koerner, age ten months, daughter of Conductor B. W. Koerner, of Division Five. She is sitting on top of the world so long as she is parked on top of daddy's machine and has a book to read.

Our Cover

The poem on the cover is an inspirational writing of a member of our railway family, Mrs. Grace Freeman Pease, who is Secretary to C. A. Henderson, Secretary-Treasurer of the Company.

This poem has created widespread attention since its appearance in the Sunset Magazine a short time ago and its popularity demanded even greater circulation. Mrs. Pease accordingly had it printed on postcards for distribution over the entire Redwood Highway as well as in large cities on the coast.

We are unable to give our readers a photograph of the author, inasmuch as she is extremely camera shy. However, she did impart the information that she is studying creative writing at the Polytechnic High School during evenings under the tutelage of a prominent magazine writer. Mrs. Pease has been with the Company since July 23, 1928, and has made a great number of friends through the medium of her radiant personality.

Christmas Candy

C. D. Clark of the well-known traveling emporium is offering Christmas assorted hard candy and assorted chocolates at attractive prices. The chocolates come in two and a half and five pound boxes. So, see "C. D." for your Christmas candy needs.

He also wishes to express through Two Bells his heartfelt appreciation for the past favors of all the boys of the divisions and looks forward to serving them in 1931.

The Meter Target

By John Collins

Superintendent of Meter and Mileage Department

The reports of the Meter and Mileage Department show that when street congestion and travel are at the greatest peak and the real test comes, the older men are at their best; at the same time the younger men are put to their severest test. The older men are a little slow to take hold, but by persistent efforts old habits are broken and the results are very satisfactory.

For a time I thought that some of the men who had been introduced to their jobs many years ago, had never become very friendly with it, and from long years of associations they were merely taking it for granted, while a few others, kept up the acquaintance from necessity.

Do not let your job outgrow you; we renew interest in a new thing, but we may also renew interest by taking a different view of the same old thing, and I don't mind telling you it is a source of great satisfaction to me when I see some of you old timers forging ahead of younger men in the service.

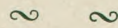
It shows me that the old fire of enthusiasm has not burned out and that your interest is as strong as ever. Keep it up! Enthusiasm is life. Instead of worrying about the other fellow's record, get busy and make a record that will either cause him to worry or make one for himself.

I shall set a target for one line of each division which is easy to hit, but while you aim at it, don't expect to hit it, unless you shoot. The same thing that applies to Line "D" of Division One applies to the line of your division.

See how many round trips you can make using less than the number of K. W. hours noted.

Line	K.W. Hrs.	
"D"	25	
"V" Slauson Terminal	48	
"V" Leonis Terminal	51	
"W"	78	
"P"	58	4 motor
"P"	53	2 motor
Line "M"	K. W. Hrs.	
	4 Motor	2 Motor
116th to 6th Ave.	86	76
116th to Vernon and Arlington	83	73
116th to 3rd Ave.	81	71
54th and Crenshaw to 6th Ave.	83	73
54th and Crenshaw, Vernon and Arlington	75	66
54th and Crenshaw, 3rd Ave.	73	64

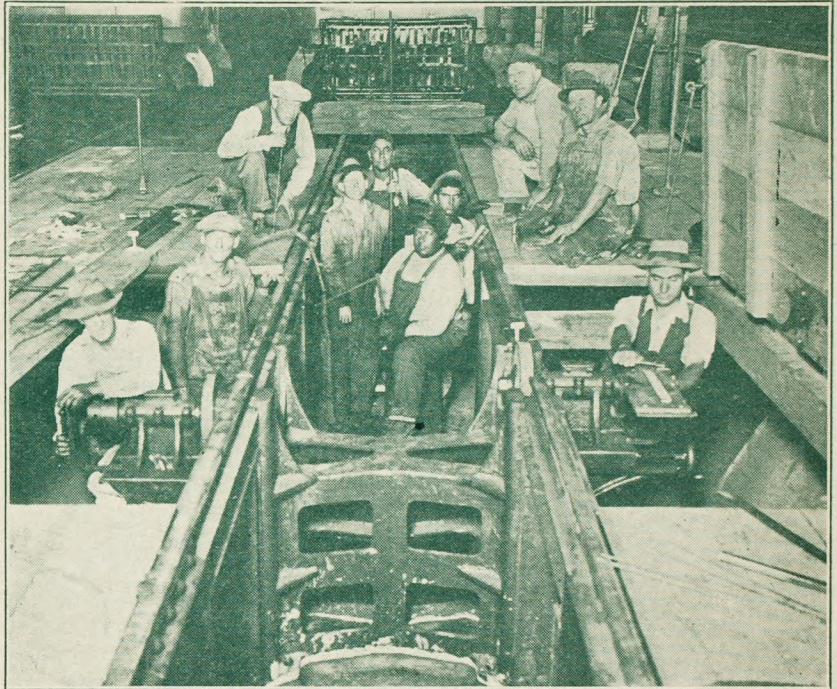
If you miss, study the cause, improve operation and allowances, don't



For Smoother Rides



This photograph was taken while the mechanics were putting the finishing touches on the wheel grinder at Division Two. In the photograph, left to right, are: W. H. McEwan, A. H. Gettinger, Mike Finn, Welder Foreman; S. H. Stevens, R. M. Telles, L. Espinosa, A. Carrillo, Charles Johnson, Carpenter Foreman; O. B. Johnson and L. Preciado. In the picture on the right can be seen the grinding wheel in position, while on the left a piece of rail is inserted and the wheel lowered. Both grinders work independently of each other. The casting weighs over one ton. All Mechanical Divisions are now equipped with wheel grinders.



hit yourself or schedules; you will be surprised at the number of hits and the few trips needing real effort and keen planning.

Wife of C. B. Blakeman Killed by Auto

Grim tragedy stalked into the home of Charles B. Blakeman, former Flagman, now on the special roll, when his wife was struck by an automobile as she was about to board a street car at Sixth and St. Andrews Place and instantly killed.

Mrs. Blakeman, who had been caring for her husband since his illness prevented him from doing active duty for the past six years, was on her way to sell some honey that she and Blakeman had gathered from their little apiary in the Tujunga Canyon. She left about eight o'clock in the morning, stating she would be back by nine. At eleven o'clock Blakeman was informed of the tragic happening which naturally came as a severe shock.

They had been married twenty-three years and have three grown children—one boy and two girls.

Blakeman started with the Company

on December 26, 1894, at Division One, and worked on the Pico Line when there were only four cars operating on single track. About six years ago his health failed him and he was placed on the special roll.

The sympathy of all who know him is extended in his bereavement.

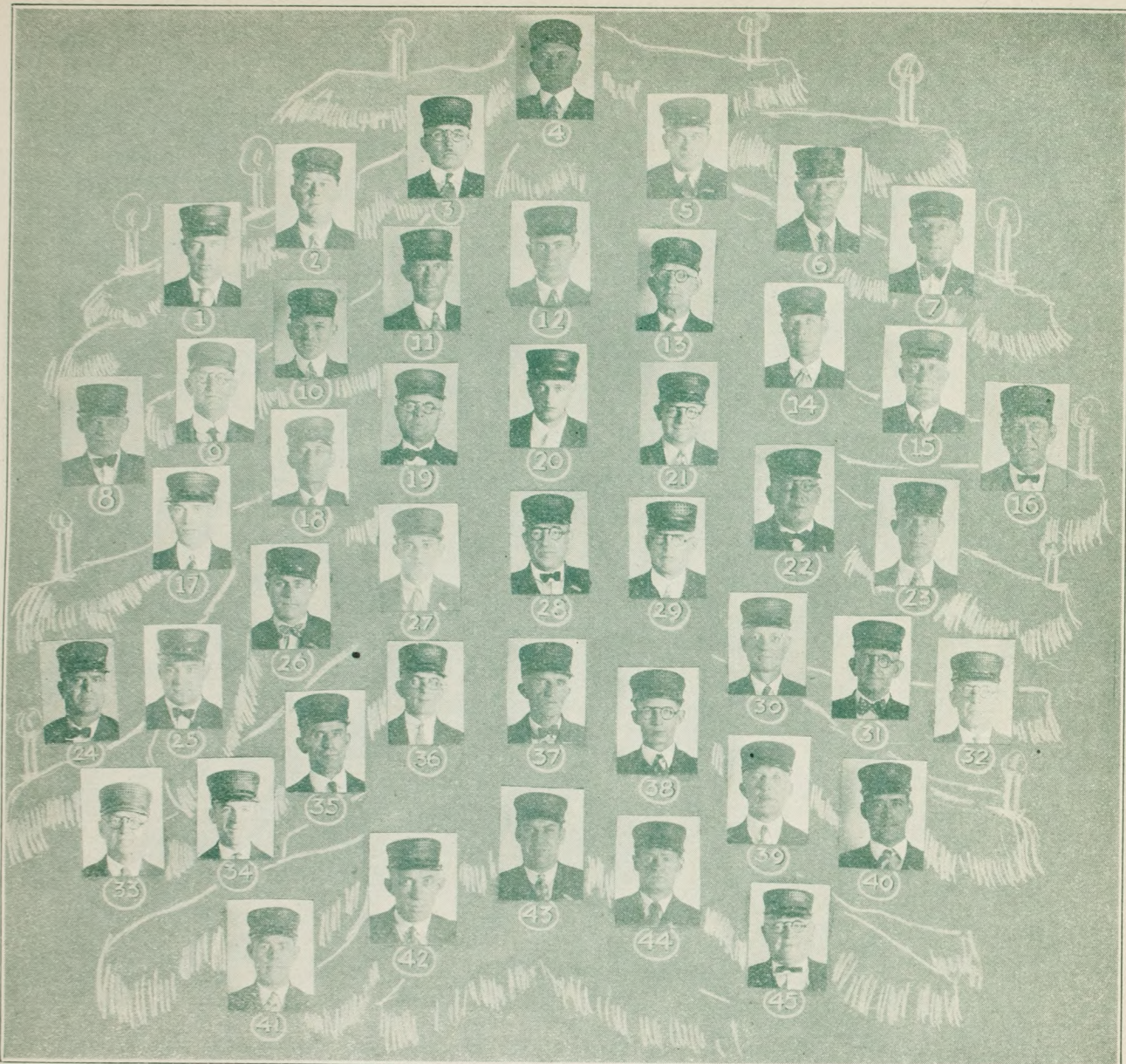
Opens Restaurant

Signs of old times are with us again as we see the cheery countenances of Mr. and Mrs. Ray Doherty, who opened up the cafe at 1062 South Broadway on December 8th, last.

Doherty is a name that is synonymous with good food, well prepared and served to a queen's taste. We join with their numerous friends in wishing them much success in their new venture.

Whoa!

Forty years ago, in October, 1890, the ninth annual convention of the American Electric Railway Association was held in Buffalo, October 15th to 17th. One of the leading subjects discussed was: "The Perfect Street Railway Horse."



Bouquets

For (1) Motorman D. B. McFarland of Division One from Arthur Lewis for courtesy in holding the "D" car for him.

For (2) Conductor G. Frith of Division One from Alois Schelbert for paying his fare when he chanced to find himself without change.

For (3) Conductor C. M. Mitchell of Division One from Mrs. G. Millzner for his courteous manner in replying to a woman requesting information. He also saw that she got off at the proper stop.

For (4) Motorman N. J. Tiss of Division One from J. A. Foulger, who writes, "I wish to draw your attention to the wonderful way Motorman Tiss stopped his car in Southgate and saved hitting a boy on a bicycle. The scared boy was right on the car tracks

which also showed the good condition the brakes were in, as the car seemed to stop in its own length."

For (5) Conductor H. F. Keiser of Division One from M. Stiefel for special courtesy.

For (6) Conductor C. E. Stevens of Division One from Mrs. W. N. Harvey, who writes, "I carelessly handed the conductor a \$5.00 bill instead of a transfer and did not realize my mistake until I went into the grocery store near home. The money was returned to me and I am enclosing \$1.00 as a small token of appreciation."

For (7) Conductor E. Shaw of Division One from J. P. Wright for courtesy to his mother and an elderly woman, who were heavily laden with shopping bags; he even relieved them of their bags so they could board car.

For (8) Conductor P. Cummings of Division One from Pearl Cunningham, who writes, "Last evening after I had gotten on a "J" car at 7th and Broad-

way and the car had started up, a woman tried to board the car and the momentum dragged her backwards. If it had not been for the quick wit of the conductor who made a grab for her and pulled her on the car bodily, she undoubtedly would have been seriously injured if not killed."

For (9) Motorman J. H. Schrader of Division One from Mrs. M. Johnson for courteous and efficient manner accorded his passengers.

For (10) Conductor A. J. Hathwell of Division One from Mrs. Bruce Hatch, who writes, "This conductor is the most courteous man, east or west, I have ever seen. Under trying circumstances he is always a gentleman."

For (11) Motorman S. Ashworth of Division One and (12) Conductor R. J. Bragden of Division Four from F. A. Wallace for kindness and courtesy.

For (13) Conductor R. L. Tobin of Division Two from Cyrus C. Lovejoy, who writes, "Conductor Tobin has made my rides on the street car a pleasure because of his cheeriness irrespective of the pushing and confusion, and sometimes when I board the car with a grouch his quick repartee makes my ride an enjoyable one."

For (14) Motorman A. L. Alger of Division Two from Mrs. Bevier, who states, "A small boy was carrying a football which rolled right in front of the oncoming car. The pallor and horror that spread over that lad's face was pitiful. But his expression quickly changed as the motorman stopped his car, so that the boy could pick up his ball. He hugged it happily to his chest and said to the Motorman, 'You are a regular fellow,' the passengers thought so too, and did not mind the wait one bit."

For (15) Motorman L. D. Gordon of Division Two from A. Woodbury for quickly and efficiently averting a collision with an automobile.

For (16) Motorman C. E. Freeman of Division Two from Carl J. Mensing for holding car until he could board.

For (17) Conductor L. Klaris of Division Two from Mrs. D. Wolcott for courtesy and politeness to elderly people.

For (18) Conductor T. C. Chase of Division Two from Margaret Tinkham who writes, "He always has a cheery smile and a happy word, and I appreciate it."

For (19) Conductor W. H. Engle of Division Two from E. H. Harris for courtesy in picking up a crippled man from the platform of his car and carrying him in his arms to the sidewalk and there helped him to his crutches.

For (20) Motorman G. M. Weaver of Division Two from Maudine G. Ward for courtesy.

For (21) Conductor X. Bryan and (22) Motorman J. W. Appleton, both of Division Two, from Mrs. E. M. Soyer, for courtesy and kindness to her mother and herself.

For (23) Motorman F. T. McClendon of Division Two from A. C. Sprague for carefulness, alert driving and strict attention to his business.

For (24) Conductor I. Gasparro of Division Three from Helen Ellis for kindness and courtesy.

For (25) Conductor C. H. Wheaton of Division Three from J. S. Sutherland for carefulness in assisting a child across the street at an unprotected stop.

For (26) Conductor C. Voss of Division Three from Catherine Robertson Hamlin for returning purse which she carelessly dropped on the Washington car and for unlimited patience under very trying circumstances.

For (27) Conductor L. K. Newton of Division Three from Miss Martha Bergh for saving a small child from serious injury, if not death, when he attempted to get off car upon realizing that his mother had not boarded same.

For (28) Conductor E. L. Jandro, Motorman C. Hendricks (no picture), (29) Conductor T. C. Risk, (30) Conductor L. Jurick, (31) Conductor C. E. Vassar, Conductor O. L. Bessire (no picture), (32) Motorman H. Penberthy and (33) Motorman D. W. Lantz, all of Division Three, from Ella M. Kennedy for kindness and courtesy shown her at all times.

For (34) Conductor R. G. Monahan of Division Three from J. J. Neville for courteous and obliging manner. He is commended also by Richard E. Smith for assisting an elderly, lame man to the curb.

For (35) Conductor M. B. Wickline of Division Three from W. P. Schlosser for kindness in paying a little, forlorn Mexican boy's fare when he boarded the wrong car with a transfer.

For (36) Conductor A. Auger of Division Three from Mae Osier for courtesy in assisting a blind couple to the street, also for courtesy and kindness to herself at all times.

For (37) Motorman C. Roach and (38) Conductor F. L. Jefferson of Division Four for courtesy and strict attention to duty.

For (39) Conductor W. Sambus of Division Four from Mrs. M. Stiefel for special courtesy.

For (40) Conductor P. B. Laws of Division Four from John F. Barry for courtesy to an elderly woman, which was so pleasantly done that the passengers commented upon it.

For (41) Conductor J. T. Pickard of Division Four from Mrs. M. Burney for the interest shown in the safety of his passengers.

For (42) Conductor J. J. Cresto of Division Four from H. Hammes for kindness and courtesy.

For (43) Conductor L. C. Davidson of Division Four from Mrs. Jean Donald for courtesy to all passengers.

For (44) Conductor H. H. Grant from Nurse Miriam Jean Rollins for courtesy and thoughtfulness.

For (45) Conductor A. C. Freeman and J. J. McFarlane (no picture), of Division Four from Nurse Miriam Jean Rollins for willingly and graciously assisting her to board the car when her arms were laden with packages.

For O. Arguello (no picture) of Division One from M. Stiefel for special courtesy.

Here is a shower bouquet:

I wish to congratulate you on your personnel. My observation is that

they are equally polite to all passengers as they are to me personally. I take this method of thanking them, each and every one, especially those on the "P" Line.

Respectfully yours,
Mrs. L. E. Kelley.

Girl Basketeers in Training

The Girls Basketball Team is going through some intensive training in practice games to prepare themselves for the coming season that is to commence shortly after Christmas.

The team has been augmented with some new players and the lineup at present consists of: Florence Breeze, center; Emma Blossil, center; Kay Graham, center; Edythe Brumpton, forward; Fern Carpenter, forward; Lois Driscoll, forward; Sadie Bonelli, guard; Edna Tuttle, guard, and Elsie Seehorn, guard. Florence Breeze has been elected manager of the team and Emma Blossil captain.

Crashes From the Alleys

Working up from twelfth place to tie for second position within a month is the accomplishment of the Lary Bowling Team in the Electric League. The boys are now only three points behind the leader. J. C. Yarbrough of the Auditing Department is replacing Howard Taylor of the Engineering Department, who is unable to bowl in this league, but Taylor is going strong in the House League at the Manchester Alleys on Monday nights.

The boys did not fare so well in the House League in the contest of December 2nd, when they dropped from second to fourth place. However, they are only four points behind the leaders and three or four teams are fighting for first place. Manager Ed Fleming is confident that his boys will make it plenty warm for the other teams before the season is over and believes they stand an excellent chance in winning top honors.

Greetings!

We wish to thank the trainmen of the Los Angeles Railway for their past patronage and desire the opportunity to be of service to them during the forthcoming year.

Yours for a Merry Christmas and Happy New Year.

GLICKMAN & COMPANY.
128 East Ninth Street.

Romance of The Rails

By E. L. LEWIS
Sixteenth Installment

In June, 1887, M. L. Wicks and associates who were building the Ostrich Farm Railroad, organized a new company to be known as The Los Angeles County Railroad Company to build and operate a steam railroad from Los Angeles to the Pacific Coast at some point in Santa Monica.

The Ostrich Farm Railroad at that time was being constructed as a narrow gauge line. Broad gauge was adopted for the line to Santa Monica.

The route of the new line followed the line of the Ostrich Farm Railroad to what is now known as Sanborn Junction; then on private right of way along line of the present track around the hill toward Santa Monica Boulevard—which then stopped against the hill east of Hoover Street—and across Santa Monica Boulevard at Hoover Street and going two blocks south; then to Vermont Avenue and north on the east side of that street to a point where Fountain Avenue crosses Vermont; then on a straight line, all being on private right of way that is now Fountain Avenue, to a point just east of Orange Street; than in a diagonal direction, reaching the line of the present tracks on Santa Monica Boulevard at Formosa Street; then following the present Pacific Electric tracks to Sawtelle; then on a street named Railroad Avenue, now Colorado Street, to the Bluff in Santa Monica.

Construction of the line started immediately after organization, the portion between Beaudry Avenue and Sanborn Junction that had been planned for narrow gauge was widened and the broad gauge adopted for the Ostrich Farm Railroad line as well.

Operation to Santa Monica started in the Spring of 1888. This was a single track line, sidings being provided at certain stations for passing.

Santa Monica at that time was a small town and people in the City were not in the habit of going to the beaches in Winter. There was no local travel between Los Angeles and Santa Monica, except to the Soldiers Home. The Southern Pacific Railroad was also operating a line to Santa Monica, over what is now known as the Air Line of the Pacific Electric, which was a shorter route and more efficiently operated and hence secured the bulk of the business.

Some subdivisions were placed on the market and sold readily, but were never favored with settlers and soon relapsed back into acreage.

The Line continued in operation

Overhead Blowouts



Our staff photographer turned in these pictures the other day and got sent up for life for taking something that did not belong to him.

And now to get back to the photographs. We have on the left a gentleman who is registering embarrassment at being mistaken for Al Baloney, notorious hijacker, whose slogan is "Prohibition is better than no likker at all." At one time active politician but now reformed and turned out to be an excellent superintendent under the nom-de-plume of George E. Ferguson. Hat furnished by courtesy of Sharks, Haffner and Smarks; glasses by Solomon's Optical Company.

The other photographic masterpiece is a very good likeness of an ambitious young individual whose activities at the immature golf courses have been curbed by additional family responsibilities. He is one of the few remaining Central Avenue Republicans, known in business life as Superintendent Eddie Williams. Hat by Leighton's Cafeteria; glasses by the Misfit Optical Company and cigar donated by sympathetic admirers.

until December, 1889, when storms and floods came and beat upon grades at numerous and sundry places and left the system a wreck. Having no funds with which to make repairs, operation was abandoned and the rails lay streaks of rust until 1895 when the Line was purchased by M. H. Sherman and E. P. Clark, who had just at that time surrendered the control of the Los Angeles railway lines. These gentlemen proceeded at once to construct a single track electric line between Los Angeles and Santa Monica over the right of way used by the steam railroad, except that the line was transferred from Fountain Avenue to Santa Monica Boulevard. They incorporated as the Pasadena and Pacific Railroad Company; later, in 1901, the name was changed to the Los Angeles and Pacific Railroad Company, and in 1910 became a part of the Pacific Electric Railway Company.

(To be continued)

Street Transformed By Engineers

The private right-of-way on Market Street, Inglewood, between Hillcrest Avenue and Arbor Vitae, is being transformed into a boulevard by the Engineering Department with the reconstruction of the rails between those points. The specifications for this job call for 4,600 feet of seventy-two pound rail; ties and ballast; eight inch solid concrete paving between rails and six inch concrete and two inch top paving between tracks. The center poles have been removed and ornamental posts installed on the sidewalks. The entire reconstruction job will cost approximately \$50,000.

Legion News

On the evening of December 12th, six civic posts of the American Legion are staging a monster educational and Americanization meeting at the Roosevelt High School, 450 South Pickett Street.

All posts of the entire area from Santa Paula to the Mexican border are behind this movement. Prominent among the organizations will be the Woodrow Wilson and Sunrise Posts, which consist largely of trainmen of the Los Angeles Railway. At this meeting the Department of California Executive Committee will hold its executive session. A huge parade will be one of the main features of the occasion, consisting of ten drum and bugle corps, five bands, with R. O. T. C. and Boy Scout organizations in the line of march. At least 3,000 legionnaires are expected to be in attendance.

Trainmen who are taking part in the parade are being lined up by Legion men at each division. At Division One is G. L. Ker; Division Two, J. A. Madigan; Division Three, H. T. Parks; Division Four, F. E. Stribel; Division Five, R. Shosted, and Leo Nowak of the Motor Coach Division.

Canadian Legion Growing

Los Angeles Branch No. 10 of the Canadian Legion added twelve members to its roster at the last meeting, prominent among which is the name of R. L. Nosworthy, British Consul in Los Angeles. Also on the list is Maurice Wassell, of the South Park Shops, formerly of the Princess Pat Canadian Light Infantry.

Any employee of the Company who is an ex-service man of the British or Canadian forces during the World War and is interested in Legion work is urged to get in touch with Conductor Stanley Culver of Division One.



Larry Laughs



One of Levinsky's customers was notorious for his slowness in meeting his liabilities. He simply would not pay for goods purchased. In desperation Levinsky sent the following letter:

"Sir—Who bought a lot of goods from me and did not pay?—You. But who promised to pay in 60 days?—You. Who didn't pay in six months?—You. Who is a scoundrel, a thief and a liar?—Yours truly, Al. Levinsky."

"This quarter is no good, it won't ring."

"What do you want for two bits—chimes?"

Heavy Stranger (returning to theater between the acts): Did I tread on your toes as we went out?

Seated Man (grimly): You did, sir.

Heavy Stranger (to wife): That's right, Matilda, this is our place.

A new five and ten-cent store had been opened by a man named Cohen. A woman came in one day and selected a toy for which she handed the proprietor a dime.

"Excuse lady," said Cohen, "but these toys are 15 cents."

"But I thought this was a five and ten-cent store," protested the customer.

"Vell, I leave it to you," came the reply. "How much is it—five and ten cents?"

Mistress (interviewing applicant for the position of cook): And can you cook French dishes?

Cook: Oh, yes, mum, I understand all those foreign dishes.

Mistress: Indeed.. Tell me what you can do.

Cook: Well, mum, I can cook French beans, Brussel sprouts, Dutch cheese, German sausages, Jerusalem artichokes and Spanish onions.

A piano manufacturer tried to get a testimonial from Will Rogers for his pianos. Rogers, who never endorses any product unless he really believes in it, wrote this letter to the piano firm:

"Dear Sirs:

"I guess your pianos are the best I ever leaned against. Yours truly, Will Rogers."

She was only a drill sergeant's daughter, but she knew when to call a halt.

Jones picked up the daily paper and was astonished by seeing an announcement of his death in an accident. He immediately rang up a friend.

"Bill," said he, "have you seen the notice of my death in this morning's paper?"

"Yes," replied Bill, "where are you speaking from?"

"Lady, if you will give us a nickel my little brother'll imitate a hen."

"What will he do?" asked the lady, "cackle like a hen?"

"Naw," replied the boy in disgust. "He wouldn't do a cheap imitation like that—he'll eat a woin."

Employer: "Surely, Miss Jenks, you know the King's English.

Surprised Typist: "Of course he isn't he, sir?"

A colored gentleman entered a local store the other day to buy a pair of shoes, and when the clerk asked him what size he wanted, he replied, "Boss, ah weahs f'm seven and a half on up."

"Tell me what you eat," said a soda counter philosopher, in a loud voice, "and I'll tell you what you are."

"Countermand my order for a shrimp salad," piped up a little man a few stools down.

Sympathy is what one woman offers another in exchange for the details.

From a Tombstone in Arkansas

"In memory of our father. He's gone to join his appendix, his ear drum, and his right leg, all prematurely removed by a surgeon who craved experience."

Merely a Suggestion.—A little chewing gum on the knee will hold the napkin in place while eating dinner.

Kipling may have been right when he said woman is "a rag, a bone and a hank of hair," but what's a man but "a jag, a drone and a tank of air?"

"Are you the plumber?" asked the lady of the house.

"Yes, ma'am, I'm the plumber, all right."

"Well," she replied, "I just wanted to caution you to exercise care when doing your work. All my floors are highly polished and in perfect condition."

"Oh, don't worry about me slipping, lady; I've got nails in my shoes."

"Columbus was some prophet."

"Why?"

"When he discovered America he shouted, 'I see dry land.'"

A sugar daddy is a whole lot like a guy on a roller coaster—he pays every time he goes around the curves.

Him: "Pardon me, but you look like Helen Black."

Her: "Yeah? But I'd look worse in white."

A great alcoholically oversubscribed wandered into a movie. During the intermission, while the audience was being bored with announcements of future films, the drunk got to his feet and called out, "Is there a doctor in the house?"

A man down in the third row stood up, saying, "I'm a doctor."

The drunk leered amiably, "Hello, doctor," he said and sat down.

Suave Salesman: "It runs so smoothly you can't feel it, so quietly you can't hear it, has such perfect ignition you can't smell it, and as for speed—you can't see it."

Londoner: "My word! How do you know the bally thing is there?"

The laziest boy in the world handed in an exam paper in which he said the following:

"Please see Pete's paper for my answers."

"Was it much of a necking party?"

"Was it? Well, before the dance the hostess announced, 'Everyone chews his pardner.'"

"Finally, a hole in one," shouted the golfer as he reached for his socks.

Teacher: "Now, Jimmy, what happened when the cow jumped over the moon?"

Jimmy: "Somebody got an idea for vanishing cream."

"What is the name of your car?"

"I call her 'Shasta'."

"Because she's a 'daisy'?"

"No; because she has to have gas, she has to have oil, she has to have air, she has to have something all the time."

Here's to the memory of Johnny McGuire, Who ran through the town with his trousers on fire;

He went to the doctor and fainted with fright

When the doctor told him his end was in sight..

"Has anyone ever been lost in crossing here?" asked a timid woman who had hired a boatman.

"No'm," was the reply. "Mah brotheh was drown'd heah las' week but they foun' him the nex' day."

Teacher: Can you name a collective noun?

Sweet William: Yes, ma'am—Ash can.

Mose: "Lightnin' neveh strikes twice in de same place."

Henry: "Ain't dat de truth? Dat place just naturally ain't dere no mo'."



Births

R. H. Groves, of the Motor Coach Division, reports the arrival of a pretty baby girl at his home November 15th. She weighed eight pounds and fourteen ounces and is named Beverly Jean. Congratulations and many thanks for the cigars.

* * *

Motorman B. T. Glennin of Division Two announces the arrival of Joseph Thomas. He was born the first of November and weighed six and one-half pounds. Mother and son were doing fine from the last reports.

* * *

Another happy father is Conductor G. E. Barnes of Division Two. Janet Marion arrived on the twenty-fourth of November. Mother and babe are getting along fine. Congratulations, G. E.

* * *

Sunday seems to be a lucky day for some people, anyway it was on Sunday, November the first, a fine ten pound daughter was added to the family of Motorman Joe Henschall of Division One. The Mrs. and little one and also Joe are reported O. K.

* * *

A dainty little visitor arrived at the home of Motorman S. Prancevich of Division One on Sunday, October twenty-eighth. It is a girl, weight eight and a quarter pounds and mother and daughter are doing well.

* * *

Motorman V. Z. Howard of Division Five celebrated Armistice Day in more ways than one, his wife having presented him with an eight and one-half pound baby girl. This makes three girls and three boys for Motorman Howard, and all three girls were born in November. We are glad to say that mother and baby are doing fine, and thanks for the smokes.

* * *

Conductor and Mrs. R. L. Carpenter of Division Three are rejoicing over the arrival of a baby girl born on November 16th.

* * *

On November 5th, Motorman and Mrs. M. L. Moore received from the stork a son.

* * *

Congratulations are extended to Motorman U. E. Dunn of Division Four who announces the arrival of a handsome baby boy October 30th. And they named him "Gerald Devon".

For Rent

Nice Furnished Front Room, with home privileges, \$3 per week. Must be seen to be appreciated. H. J. Burke, Traffic Man, 1421 Fedora Street.

On Santa's List



When old Santa drops down the chimney of Conductor C. V. Jones' happy home this time he'll find a pair of new booties adorning the fireplace for this handsome little lad, Eugene Paul, who came to stay four months ago, and we fear that when Santa takes a look at Baby Eugene—well, it will be all up for the rest of us. Daddy Jones works out of Division Four.

Appreciations

Your kind expression of sympathy during the sickness and death of my dear wife is deeply appreciated.

J. R. Davidson.

* * *

I wish to express my thanks and appreciation for the kindness shown during the illness and following the death of my husband.

Mrs. A. A. Rooke.

I wish to express to the employes of the Schedule Department my sincere thanks for the kind letter of condolence and to others who have tendered their sympathy in the loss of my mother who passed away on November 19th.

C. H. Lewis.

We wish to thank our friends of the Los Angeles Railway for their kind expressions of sympathy following the sudden death of our beloved wife and mother.

The beautiful floral pieces and timely assistance rendered in our hour of bereavement are appreciated more than words can amply express.

C. B. Blakeman,
Ralph Blakeman,
Marion Castor,
Ruth Blakeman.



Tuesday, payday, November 25th, Conductor M. J. Wallace, of Division Five, made a quiet trip to the altar and said "I do". Conductor W. H. Ritter was in attendance. The bride was Miss Mae Sanford, daughter of Mr. and Mrs. Frank Sanford of this city. Congratulations and thanks for the smokes.

* * *

Congratulations and good wishes are extended to Conductor E. D. Coughenour who reports he slipped away and was married November tenth. The bride was Miss Dorothy Duncan. E. D. is a Division Four man.

* * *

Hearty congratulations are also extended to Motorman W. J. Templeton of Division Four who was married November nineteenth. Miss Olive M. Carver of San Luis Obispo was the lucky lady.

* * *

Conductor O. T. Durr of Division Two and Miss Virginia Jorgenson were married the thirteenth of November. He thought it was unknown to anyone at the Division and was quite surprised when asked about it. The bride is a daughter of Motorman F. Jorgenson of Division Two. Congratulations and thanks for the cigars.

* * *

To the surprise of a majority of his many friends comes the announcement of the marriage of one of our most popular Conductors, W. Watson of Division One. The lady of his choice was Miss Katherine Foster of this city and the happy event took place on November fifteenth.

For Sale

Five room stucco, comparatively new, artistic in appearance, two bedrooms, tile bath and drain, hardwood floors, floor furnace and wall heaters, trees and shrubs, \$5,750—terms reasonable. Discount for large cash payment. Lot 35 x 89 1/2. Street bonds paid. Address 2806 West Avenue 30. Inquire Room 601 L. A. Railway Bldg.

Waltham Vanguard Watch, twenty-three jewels, perfect condition, \$35; also overcoat, black, size 48, for \$15. Mrs. W. Flannery, 1252 East 58th Drive. AXridge 5381.

Five room house, former home of Mrs. Roberts, advertised in the November issue of Two Bells, is still for sale. See E. L. Lewis, Room 1025, L. A. Railway Bldg.



Division One

H. N. COLE

We are glad to see Motorman A. J. Thomas back on the job after an absence of nearly six months on account of illness.

After an absence of two weeks on account of the illness of his wife, Motorman A. J. Koltenbaugh is back in the service and going strong.

After two weeks on the sick list Motorman G. W. Leslie has resumed his activities at the division and seems to be all right with the exception of the loss of a few teeth.

We regret to report that Motorman-Line Instructor L. G. Nethersole is still reported on the sick list.

It is reported that Conductor-Line Instructor H. H. Wulf, who was off duty for several months on account of illness, is reported improving and hopes to be back with us soon.

Motorman E. S. Day, who has been on the sick list off and on for several weeks is now in the hospital, where he will undergo an operation. A speedy return to health is our most sincere hope.

Let us hope that the period illness that is keeping Motorman A. B. Stewart away from his duties will be of short duration and he will be with us again shortly.

At this writing we have on the sick list the following: Conductors O. Arguello, T. D. Noteman, E. Urban, M. S. Thomas, J. W. Courtwright and Motorman George Arnold.

Only one vacation to report. Motorman C. Culver spent a twenty day leave at his home.

Challenging anyone to beat it, Operator R. A. Clapp relates the following incident: A grasshopper boarded his car and instead of depositing a token in the fare box, it jumped in and was ground through the box and on being released flew away apparently none the worse for its experience. It is not related whether it registered a token or a dime; anyway, Mr. Grasshopper had a free ride. NEXT.

No doubt, Conductor H. Van Doorne is convinced that there are still some honest men left. He let a package of dimes slip through his pocket at Ninth Avenue and West Jefferson. Next on the scene was Conductor W. G. Gerrie, who picked it up. Van's name was on the wrapper and after a casual conversation with Van in which he bemoaned the fact that he had lost a roll of dimes, Gerrie was convinced and returned it to the rightful owner.

Ordinarily, among trainmen, new neckties are on display only around the holidays, so the fact that Motorman J. H. Orphan wears a new tie each week is a subject of some comment. His Conductor, Polly Avila, accuses him of rushing the season, but Orphan says some one must set a standard, so he has appointed himself a committee of one to do it.

Conductor M. W. Boswell says the first time he left his old Kentucky home and went to Chicago, he wanted to buy a

nickel's worth of "goobers," but the vendor told him that he only handled peanuts. "We call them goobers down South," replied Boswell, "and they are goobers to me in Chicago."

After spending several weeks in a hospital, Conductor E. L. Ayers is out again but it will be quite a while before he will be able to return to his duties.

Motorman D. R. McFarland is off on account of a sprained ankle.



Division Two

H. F. NELSON

Cards have been received from Motorman W. L. Ross from Cleveland stating that he is having a wonderful time and as yet has not experienced any bad weather.

Conductor A. J. Baker, who has been on leave of absence for the past two months wrote in from Cherryville, Missouri, for an extension of thirty days. He has been in bed with the flu for the past few weeks and needed some time in which to recuperate.

Conductor L. C. Welch has returned to train service after flagging for the past year.

Motorman H. H. Fairman has been appointed flagman and is on the job after being sick for about four months.

Conductor J. Rose has been granted a ninety day leave of absence to do some work around home.

We are all glad to see Conductor X. Bryan back on the job again after being sick for several months.

Conductor F. W. Baker has also returned to train service after waving the flag for almost a year.

Conductor Glen Musselwhite dropped in to say "hello" a few days ago. He is up and able to get around a little in the fresh air. Says he feels pretty weak at present but hopes to be back in shape for the holidays.

Conductor's J. C. Lloyd and M. M. Wallace transferred to Division Five the first of the month.

We regret to announce that the wife of Motorman J. R. Davidson passed away on the nineteenth of November.

Clerk B. I. Derry found office work to be injurious to his health, went back on the road and then traded divisions with Conductor E. V. Kennedy of Division Five. At present he is working an early run on the "E" Line. Here's wishing him luck.

Floyd Monnier found the job of Supervisor getting monotonous, so went back into train service and is getting ready for the holiday rush.

Conductors C. E. Moore and R. L. Wolfe are resting at home for three weeks in preparation for the hard Christmas rush.

Clerk R. C. Hoyle is becoming accustomed to the day light. He is helping the writer forenoons and puts in his afternoons trying to keep Joe Wear quiet so the "shiners" can sleep. "Tom" Strobel is now holding down the Owl shift, while Conductor-Line Instructor A. F. Crosby is batting extra.

Motorman G. Schultz and Conductor S. E. Merriweather were injured slightly when their car collided with a truck at 17th and Maple Ave.

We wish to extend to Motorman H. S. Best our sympathy during the sickness and death of his father who passed away the twenty-fourth.

Motormen J. Anderson, M. Mason and B. L. Rodefer have been working out of the Vernon Yards on the work trains for several weeks.



Division Three

L. VOLNER

Rather late and somewhat cold, but Conductor Ira Gott and M. S. Fury had to go fishing last month up near Santa Ana. Ira says it was plenty cold, but a beautiful sight to see the long icicles hanging from the trees leaning over the stream where the water would splash on the boughs. They made a good catch, but it's the same old story, the big ones got away.

Motorman B. E. Johnson was going back to his old home in Springfield, Missouri, to take an old time fishing trip in the Ozark Mountains but hearing that the moccasins were eating all the fish he has postponed his trip for the present.

At the big tournament on the Arroyo Seco golf course, Motorman G. J. Bowlers was the champion and won a beautiful golf club as first prize. Our Superintendent, Switchman Walker and other golf enthusiasts might get up a big game to see who is champion of Division Three.

After being off on account of sickness for four months, Motorman T. A. McCain is back on the job.

A lucky man is Motorman J. L. Baier. At a drawing held by C. D. Clark, the man with the store at this division every Wednesday, Baier drew two turkeys and three pounds of candy.

Already planning his trip back to his old home in Fort Smith, Arkansas, next year, Conductor W. C. Love has bought a new Dodge six coupe.

Motorman and Mrs. E. L. Burke spent five days at Thanksgiving time at Fresno.

After being off the job for a week on account of tonsil trouble, Conductor R. H. Gamble is back to work.

Conductor C. W. Morris and family have returned from a several weeks visit to relatives in Texas. C. W. says Los Angeles certainly did look good to him when he got back.

Conductor C. J. Ritter has returned from a visit to relatives near Oklahoma City. Ritter, like the rest of those who have visited in the east during the last few months, says he is more than ever convinced that Southern California is the garden spot of the world.

It won't be long now until Santa Claus in all his glory will be in evidence in the downtown district and naturally that means more missed relief, more relays, until all this rush is over. The one bright spot, however, at this time of the year is the annual payment of bonus which tends to detract to a certain ex-

tent from the hardships that will be encountered prior to December 25th.

During the first of the month, Switchman Walker was off one week, at which time he went quail hunting.

Motorman C. L. Burroughs and wife, with some friends from the northern part of the state, celebrated Burroughs' twenty-third wedding anniversary during the month.

Manager Harry Tuttle of the Car Barn Cafe says he is not going to depend on the fish markets for his usual Friday contribution to his menu. Harry is the proud possessor of a fishing pole which is the handiwork of Motorman C. L. Westenburg and believe it or not, that pole looks like a mast on one of the lumber schooners you see at San Pedro harbor. After Harry received the pole he came "durn near" buying all the fishing accessories that were kept in stock by one of our retail hardware merchants and if he doesn't get fish it won't be his fault.

Conductor Harry Beal and his motorman, Tom Kingsbury, look with longing eyes at Motorman E. E. Searl as he comes in the barn these cold and frosty mornings in his shirt sleeves. Harry and Tom went minus a coat as long as they could and can't figure out how Searl does it.

Conductors Bruce, Warren and Allen who were working on the Montecito branch of Line "A," are breathing sighs of relief these days due to the fact that the Los Angeles Police Department, Lincoln Heights Division, has captured the young hold-up men who made them reach for the ceiling the past few weeks.

The grand and glorious pastime of pinochle is on the wane at this division and in its place all the card sharks are playing cribbage. But wait until Jack Critchett returns; he will resurrect old King Pinochle.

MERRY CHRISTMAS.



Division Four

C. J. KNITTLE

And here we are, closing in on the festive season, a time of unsurpassing joy, fat bonuses ready for distribution, trainmen launching into the new bonus year with clear record sheets and 100 per cent ratings, the big L. A. Railway party almost ready, then Christmas Eve, the greetings and exchange of gifts around the sparkling Christmas tree. Surely it is gratifying to be able to wind up the passing year with this joyous season. May yours be also a very happy one.

Conductor W. W. Warren returned November first from a thirty day vacation at his cabin near Mammoth Lake and announced he had shot a 207 pound deer, the largest ever caught in that vicinity, which is located in the High Sierras.

We were glad to find Conductor H. F. Hames back with us November fourth after spending four and one-half months on the sick list.

Our sincere sympathy was extended to

Janitor Ewart Phillips, November fifth, when it was learned his grandmother had burned to death in her home where flames from the gas range ignited her clothing. She was ninety years of age. The body was shipped to Kansas City, her home town, for burial.

Motorman Dusty Rhoades underwent an operation in the Methodist Hospital November fifth and is convalescing at his home.

Motorman C. R. Deane also was operated on at the Methodist Hospital November seventh and at the time of this writing is improving slowly but satisfactorily.

Conductor Joe Cresto received one of the well known bids to see Superintendent Wimberly one day recently and after concocting an alibi for every possible thing that the Superintendent might want to see him about, Joe, crestfallen and ready for the worst, advanced slowly into the inner sanctum. In a few moments, however, every atom of gloom was dispelled. Mr. Wimberly read him a nice letter of commendation for paying a man's fare, handed him the seven cents which was enclosed and told him to go upstairs and have his picture taken for Two Bells.

November 11th was Motorman Tom Speed's unlucky day. Someone stole his flivver. November 12th was his lucky day. He found it. Now don't think for a minute that Tom just forgot where he had parked it. No sir. The "whoopee" was actually stolen but the thief didn't stop to think that the owner might be a motorman on the West Ninth Street Line and parked it on Ninth Street near Valencia. Speed notified the dispatcher, who in turn informed the police and the "Lizzie" was retrieved.

Motorman MacGregor and Clerk E. E. Roffee went fishing off Redondo November 12th and during the voyage Mac had the good fortune of hauling in a twenty-five pound bass. That evening Mac, overjoyed at his success, offered to pay for and play a two handed game of runt golf with Roffee. The proposal was accepted. And then it happened. Roffee went into it like a "Bobby" Jones and the next thing MacGregor knew his opponent had made a three-par hole in one and the prize was a nice big turkey. Mac still believes he should have been given the turkey because he paid for the game, but his partner didn't think so. In fact, we are informed Roffee didn't invite the Scotchman over for Thanksgiving dinner until he was sure Mac had made other arrangements.

November 13th was a lucky day for those of the office force who played C. D. Clark's punch board. The following won boxes of candy, all on one board: Switchman Jack Barden, Switchman E. E. Johnson, A. J. Bowen, Clerk E. H. Ellis, Mrs. Pearce, Janitor Bill Colly and Janitor E. Phillips. (This makes three in a row for Janitor Phillips.)

We are glad to see Motorman Tom Roberts back on the job again. Tom returned November 14th from a seven months sick leave.

Conductor M. S. Hempy was granted fifteen days leave November 15th to make a trip to Oregon.

Conductor E. L. Bailey returned to duty November 19th after being laid up nine months with rheumatism.

We are glad to see Motorman J. Jensen back with us again. Jensen resigned about two months ago but it "didn't take."

Harry Sydenstriker, formerly a motorman here, is also on the job again. This time he will be a Division Three conductor.



Division Five

FRED MASON

Conductor N. S. Seely is away on a thirty day leave of absence, having been called back to Delta, Colorado, on account of the illness of his father-in-law.

Among the new men who recently broke in we are glad to see Conductor Lander back with us again. Earle left us a little over two years ago to take over a milk route and eventually came to the conclusion that the rear end of a street car was more in his line. Once again, glad to see you back, Earle.

After working in the yards as switchman for years and years, running here and running there, jumping over this switch and jumping over that switch, Motorman "Heine" Heinzman in walking across the yards the other day forgot to pick up one of his feet and tripped over a rail. He made a beautiful line plunge, but for absolutely no gain. In fact he was thrown for a loss of twenty-eight bucks—the price of a new uniform.

The month of November was a great month for several of our old timers to get off the sick list, and we are sure glad to see them back again. Here they are: Motormen Charlie Stowe, D. C. Cooper, L. P. McAvoy and S. C. Baker, and Conductor P. J. Riley.

Our janitor, Merdie Rhodes, is now transporting himself back and forth to work in a Ford coupe, model unknown. There has been something wrong with it every day so far and the office force is having a great time keeping in a stock of rubber bands, thumb tacks and paper clips.

Don't forget you are now on the last month of the Safety and Courtesy Contest. Team No. 25, comprised of the following men, Motormen E. J. Shafer, H. A. Hamilton, Bennie Butler, Ken Norris, A. E. Johnson and D. C. Noggle, and Conductors D. A. McCollum, P. J. Riley, G. W. Dow, Jim Bean, Fred Stebner and Roy Platner, are setting a great pace with only two points chalked against them up to and including November 26th. Looks like those boys are going to start the New Year with a chicken dinner.

We are glad to welcome Conductor B. I. Derry, formerly clerk of Division Two, who traded seniority with Conductor E. V. Kennedy of this Division. While we have not seen Kennedy since he left us, we understand he is getting along O. K. and we all hope that he continues to do so.

The rabbit hunters went out one recent Sunday and sure brought home the bacon. The party comprised Conductor Bill Langdon, Motorman H. C. Dreyer and two other friends. Bill Langdon SAID he got eight. We didn't even get to see a leg of it, so we'll just have to take his word for it. Dreyer got two, which we saw, so we know that was O. K. Another of the party got eleven. The boys did their hunting about thirty-eight miles north of Bakersfield and a good time was had by all. Bill said that on the next trip they are going after quail.



JACK BAILEY

We wish to take this means of expressing our appreciation for the talk given by R. A. Pierson, Manager of the Personnel Department, November 26th. Mr. Pierson assured us of the complete support of the Medical Division and Personnel Department. A misunderstanding was also corrected by Mr. Pierson and we are sure there is a greater feeling of cooperation between these departments.

We wish to heartily welcome J. D. Hale, new Progress Clerk. Hale drops in on us from Division Two, Mechanical. He replaces Carl Thun, who was temporarily replacing John Oven. Carl will now take up work in the Air Department.

R. T. Slocum of the Air Department, has been transferred to the Blacksmith roll call. He is at this time swinging a mean hammer in the fender shed.

Our old friend Frank Dyer, of the Carpenter Department, ordered tickets to Catalina for himself and wife. Frank had to wait all summer for the sheriff to die.

We welcome H. P. Mattice and R. L. Hand, new men in the Carpenter Department.

With deep regret we record the death of Mrs. S. Ackerman, wife of Sam Ackerman of the Carpenter Shop.

It was with much regret that we heard of the death of Mrs. Louisa Garritsen, wife of A. G. Garritsen of the Winding Room.

Brawn, brain and beef constitute a very superior combination to cyclopedias and handbooks. Take L. Griffiths, Clerk of the Electrical Department; he has just found out that it is very hard to shingle a roof on a very windy day. It will be several days yet before Griffiths will be able to estimate how many shingles were kept by the neighbors and how many have as yet not returned to earth.

Can you believe it, a racer is he. H. Eimer of the Winding Room. Too much speed spells destruction but not where competence prevails. Eimer experienced a broken axle in the Chevrolet the other day.

Cliff Dennell of the Electrical Wiring Department answers on the sick list.

We have all heard some good fishing stories but not very good duck stories. George Johnson and Tom Rocha of the Winding Room, and L. Sawyer, of the Machine Shop, can tell the largest whoppers we have ever heard. Of course duck shooting in a high wind at Anaheim would be reason enough for excitement. Just as soon as Sawyer gets all the mud out of his ears and breaks up a bad cold he says he will give out the dope.

At last Frank Goodman, Mechanical Inspector, has accomplished the impossible. After a summer of waiting and planning and after numerous postponements, he got a weeks vacation.

Noel Waggoner is a new recruit in the Upholstering Department. As short a time as he has been with us we are having trouble in finding his face because of a misplaced eyebrow which has been developing on his upper lip.

Homer Green, erstwhile Custodian of the Superintendent's office, has started up in the grocery business at 4620 South Central Avenue. We wish him success in his new field and trust that he will not forget his friends at the Shops.

Tom Maguire, of the Curtain Department, replaces Green as Custodian and how that "Tom Boy" can deliver the goods.

We welcome in our family circle C. L. Jack, new man in the Machine Shop.

The many friends of P. Ratzlaff of the Machine Shop wish him success in the new line of business.

Machinist S. Knowles is on the sick list. W. V. Cook of the Machine Shop is on the sick list.

We welcome to our little city Eddie Miller who was transferred to us from Division One Store. Miller replaces Tom Gray whom we regret to lose. However, Tom is still in the big family circle as he replaces Eddie at Division One. We wish these boys success in their new positions.

A mysterious expression appears on Truckman Fred Cummins' countenance. Is it radio trouble or did the girl friend say NO?

K. Fullbright was transferred from the Truck Shop to the Curtain Department the first of December.

Carl Manning is again with us and answers on the Truck Shop roll call.

We thought all the excuses for getting off for the day had been used until Truckman Joe Harlow pulled one about going to be best man at a wedding. He should have asked for another half hour to get his car started.

Truckman E. Kinion has a new Atwater Kent radio and is wondering if opening the windows will help him get distant stations.

Poor Bill Thun, unlucky old soul, Bought a new car, which proves to be old.

Out in the rain, poor Bill comes a burstin',

After looking things over, he finds it an Erskine.



Motor Coach Division

J. H. McCORNACK

Pop Campbell was off the week of the 17th. He reports a minor operation on his nose but it is whispered that he had his face lifted.

R. L. Griffith was granted a two day leave and spent it riding his own bus on Beverly Blvd.

V. P. Higdon takes up too much room on the back end, so is trying to change over.

M. H. Masters is now a Conductor and is enjoying the scenery immensely.

B. A. Kelley was granted a two day leave of absence. It is rumored that he has a new girl because he never lays off work.

The boys of the Division are learning to play bridge.

H. E. Hupp has not been seen sleeping on the bench lately. He has received a regular run.

J. S. Thornton, first choice conductor for Wilshire, says his new wife makes soup just like Mother used to open.

C. Brinkman wants the driver's seat lowered on his coach.

W. S. Stone received his third degree in Masonry the 24th at Mizpah Lodge.

Howard Boss, former conductor on Wilshire, was in for a visit and showed us his new police uniform.

K. R. Handley is carrying his lunch now. His wife doesn't want him eating at Frank's any more.

J. E. Blankenship cannot keep those feet still. He was seen instructing passengers on how to properly enter a coach.

GARAGE

O. B. Coen left the eighth to accept a job with the Asbury Truck Company and is now one of those fellows who take up all the road on the Ridge Route.

Norman Lane was off four days this month but came back feeling fine. He has purchased a new Chevrolet six.

Pity Sam Turner. He accepted a dinner invitation and was served corn on the cob. Sammy says Jimmie Deam would look worse than he does if he had the rest of his teeth out, and Benny Walters remarked that no matter what you did to Jimmie it wouldn't hurt his looks. But it seems that everyone doesn't believe what Benny says.

Oscar Miller and Shorty Atchison have been moved up to the First Shift, Miller taking Coen's place in the Tire Room. Atchison has told his wife he is working days and goes home now at 4:30.

E. C. Graham and H. Hume are the new men filling the vacancies on the Third Shift.

James J. Jensen, Carpenter, reached the eight year mark this month and has received a pass for his wife.

Bill Craig drove his Dodge to work the 14th and as usual rode home from work with John Sturm, forgetting his car. He went back after it in a very good humor.

Jesse Doer and Andy Seyfirth took a four day pleasure trip to Phoenix and Mexicali the 17th. Jimmie Deam didn't know Andy was away and washed his face every day.

Dick Starling has a Ford for sale. He overhauled his and had enough parts to make another.

Frank Ralphs was sick and had to lay off work four days recently.

W. A. Powell paid us a visit the 21st. He contracted an infection under his fingernail which necessitated its removal but will be back to work as soon as that heals.

Joe Riedel, Machinist, took a day off the 18th to attend the funeral of his mother-in-law, Mrs. Mary Schriener.

If Dean Ovard had not toted of his speedometer registering seven miles while crossing a four and a half mile bridge no one would have ever guessed that his speedometer was fast.

E. S. Dick was called home from work the 20th on account of the illness of his boy. It did not prove to be serious.

Wally Weberg has been off duty since the 20th on account of rheumatism.

Foreman Doyle Rishel has proved to be such a star bowler that his services are requested on two teams this season. He can be seen in action with the L. A. Railway Token Toters every Monday evening at Manchester and Broadway and every Tuesday evening on the Luxor Alleys. He bowls there in the Y. M. C. A. League. His team is the one with the pretty shirts.

L. O. Luellyn, of the Firestone Company, slipped and fell into the brake testing pit, bruising his leg and lacerating his hand so that six stitches had to be taken.

W. Dewhirst is putting up a new flat building on Hauser Blvd.

Al Harrier came back to work the 25th after his illness of 39 days.

F. Hall had turkey on Thanksgiving. He won the raffle.

John Johnson was as anxious to get away as the bandits when a chase took place at Hawthorne. He says the whine of bullets is not pleasant.

Ed Harrier is again on the job since the 26th.

Jimmie Deam repaired his driveway but what he thought to be cement turned out to be stucco.

A few people were able to get turkeys for Thanksgiving directly from the Broken Arrow Ranch, which is owned and operated by William B. Decker.

Thomas Casey is seriously considering the drilling of an oil well.



H. K. CONACHER

DIVISION ONE

Introducing Tom Gray, our new Storekeeper, E. J. Miller, having been transferred to South Park.

I. Soter has been appointed Regular Watchman on the Night Shift. Good luck, Irwin.

J. Bradley, Assistant Foreman, and family, spent Sunday the sixteenth up at their mountain camp, where they had a very enjoyable time.

P. Hamlin, a former member of "our gang," dropped in to say hello one day last month. Pete has a laundry route now and is doing fine.

P. B. Booth is the new man on the Day Shift. Paul formerly was a member of the personnel of Division Four and we are very glad to have him with us.

H. Truesdell is the latest addition to the Night Shift. Glad to have you with us, Harry.

What this country needs most right now is not a good five cent cigar but some sort of Daniel Boone to show our hunters (apologies to the Night Shift), the gentle art of bringing home some game instead of always coming back with nothing but appetites and that re-gusted feeling.

DIVISION TWO

T. W. Lambert is back with us again after an enjoyable three months trip back east, visiting his parents.

Mrs. Jack Bradley was confined to her bed for a few days the past month, due to a badly sprained ankle. That accounts for Jack driving the Ford to work; he sneaked it out.

Speaking of Fords, Sam Cohn just had his rejuvenated and it is now good for another five or six years.

J. Griffith and family spent Thanksgiving with relatives out near San Jacinto. Jim reports a good time and lots of turkey.

A. Dorazio and family spent a delightful Thanksgiving Day in the snow in the San Bernardino mountains.

John Knight resigned the first of November and has entered the field of Evangelism. We wish you well, John.

Introducing our two new men, Shelby Brown and Arthur Edmunds. Glad to have you with us, boys.

We are very glad to report that Mrs. Harry Hunt is recovering nicely from a recent operation and we all join in wishing her a speedy and complete recovery.

We bow our heads in shame when we tell this, but, it's the sad truth that one of our bright scholars came into the office along about two o'clock Tuesday, November the fourth, and in all seriousness asked "Doc" Robey if he should vote "No" on Number Four. Needless to say, when the blue air finally cleared away the poor boy departed, thoroughly convinced that he should vote "Yes," and he did.

An there is the fellow so dumb he thinks a brush holder is a bath room fixture.

DIVISION THREE

Charles Walters, Storekeeper, has returned to work after having been operated on. Glad to see you back, Charlie.

S. Tucker is the proud owner of a new Whippet six and from now on expects to get there and back.

P. Parker, a former repairer at this Division, dropped in to say hello to his many friends one day last month and to introduce his new daughter.

DIVISION FOUR

George Mawby and family spent Thanksgiving Day with his daughter down at El Centro.

George McCay and family spent last week end with a party of friends up at Malibu Lake.

No, that isn't a new car that L. G. Lee is driving, just the old flivver dolled up with a new coat of paint. All of which was done over night. Some speed to that boy.

DIVISION FIVE

The personnel of Division Five wish to extend their sympathy to R. C. Litz, whose brother passed away recently in Chicago.

W. E. Jones and his meter repair car are with us for a while giving all our meters the once over.

A number of the cars stored at Division Five have been sold and are now decorating the highways as lunch wagons.

Homer Clark is still on the sick list but slowly improving.



H. I. SCHAUBERT

Eagle Eye Morgan is authority for the statement that Charlie Ware is again fully restored to the "wim and wigor" of youth, despite his recent serious illness. Morgan observed Charlie taking eye exercises during the breezy weather of a few days past. (This statement is checked and double checked by Leslie Sparks.) Meaning one check on Morgan and two checks on the object of Ware's attention. Shame on all of you!

Glad to report that Bill King, Welder Foreman, is rapidly recovering from a serious illness. Hope to see you back soon, Bill.

While Joe Ovard was on the sick list he was relieved by George Jamison. We are all glad to see Joe back, but George is particularly glad. Carl Heffington, who is substituting for Bill King, is also waiting with open arms to welcome Bill.

Received a letter from Cowboy Irvine, who is now riding herd on a flock of tomato plants down at Westminster in the Imperial Valley. He reports that he could enjoy cool, restful nights now if it were not for the thoughts of a coming summer.

Johnny Teegarden walked upstairs to save ten and spend twenty-eight. Dot's no business for a respected representative of the Store Department, Johnny.

Track Department apologies are hereby extended to Mr. George Lane on account of the treatment he received from the claws of the Store Department cat. Hope that Morgan does not compound his felony by advising No. 522 of your injury, George.

How many of you have noticed Art Ewing's new Buick, or Frank Putnam's new glasses, or Charlie Plume's new pants?

PROSPERITY AT LAST..