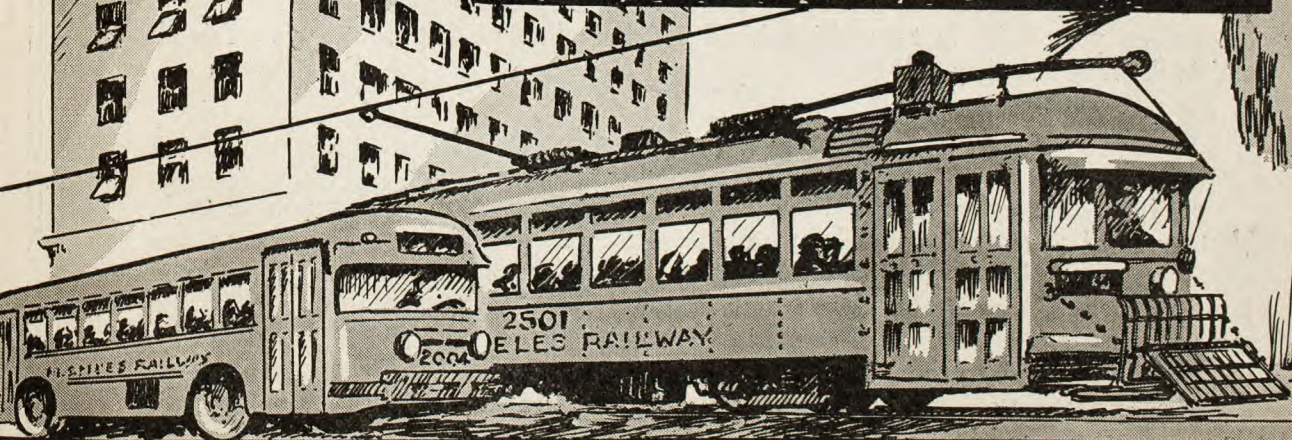


# TWO BELLS



MUSEUM AT EXPOSITION PARK





# EDITORIAL

## In High Gear

A Happy New Year! This joyous expression comes to all of us with the dawn of a new year. Whatever the old year brought to us we should be rich-er for its memories, its struggles and its joys, for its good will and friendship.

Today is the day of hope and aspiration. The past is a closed book. The mistakes we have made must not be repeated. A new year lies before us and, taking courage from our past experiences, we should profit by our mistakes, and make it the best year we have ever lived.

No one is blessed with the power of looking ahead and foretelling just what is in store, but we are hopeful that the future will be exceedingly bright and happy for all members of our Company.

We should resolve to do everything possible toward bettering every phase of the public service we are rendering, and strive constantly to that end. This can be done by each one performing the task assigned to him to the best of his ability. Every cog must function at its best if the entire machine is to operate perfectly. If it be a hard task, bless it with a smile. If it be humble, make it worthy by doing it right and happily. Then, when this New Year shall have gone to its destined place as the old year, ours may be happiness and joy.

## Sour or Sweet?

When a man becomes bitter and sour and begins to think and feel that everyone is against him, he will inevitably begin to treat them in such a manner so that they will be. If he thinks and acts as though everyone is a friend, unconsciously he will conduct himself that all will be his friends. If we put into our relation with our fellowmen a full and overflowing measure of cheer and good will, we may rest assured that even so will it be returned unto us.

Sincerity is the very foundation stone of true friendliness. It is also a human trait that is hard to counterfeit, as the sincere friendly impulse comes from the soul of a man and not from the calculating mind. Think kindly and friendly thoughts. If you have a heart and a soul, why be ashamed of them? Bring them into the shop, the office and your daily life.

The hand may be cunning and the head may contain the brain that can conceive the most brilliant thoughts, but every good and worthy impulse comes from the heart. Strengthen your faith in men, think kindly of them, believe that they are your friends and in the long run they will be.

—Exchange.

## Not So Snappy

A few weeks ago we had occasion to take a group picture. Among those to be photographed were trainmen who were somewhat careless about their personal appearance. When informed that they were to be photographed they wanted to know just how soon, so they would have a chance to get cleaned and brushed up. There is psychological effect for you! These men were perfectly content to appear as they were in public, but to place them before the camera's eye was evidently to them an entirely different matter. It would show an untidy appearance—as if the traveling public could not notice it!



# Two Bells

A Herald of good Cheer and Cooperation.

Vol. X.

JANUARY, 1930

No. 1

Published Monthly by and for Employes of the Los Angeles Railway

JANET C. MCNEILL  
W. T. SHELFORD

Publicity Manager  
Editor

## Eddie Williams and His Bonus Boys



## Banner Year For Bonus Winners

Multiply this scene five times for each division and you get a very good idea how the busy workers of Santa Claus distributed the \$118,041.34 in bonus checks and special awards on December 14th to 2,046 trainmen who believe it pays to make the extra effort and come in on the cash that goes with good records for the year.

Superintendent Eddie Williams of Division One, at the extreme right of the photograph, figured that no matter how long he let his beard grow, it wouldn't be white enough to kid the trainmen that he was Santa Claus, and then again his Central Avenue vocabulary would give him away. So sans beard and paraphernalia he gathered his staff about him, consisting of Foreman J. B. Lair and Clerk Roy Ruggles and altogether they smilingly handed out the checks to satisfied customers with best wishes for a bigger and better year in 1930.

## Owens and Reid Promoted

In recognition of the excellent services rendered as Foreman of Division Three, J. G. Owens was appointed Superintendent of Division Five on December 20th.

Owens started with the Company as conductor on April 8, 1903, at Division One, and on January 6, 1905, was appointed Division Clerk at Division One until October 1, 1907. He then returned to platform service at Division Three and on April 1, 1911, he resigned. He came back in the employ of the Company on February 22, 1912, as conductor at Division Three and on March, 1912, was appointed extra dispatcher and later dispatcher. In October, 1915, he was



J. G. Owens

transferred to the Schedule Department where he remained until July 10, 1919, when he resigned again. On June 20, 1920, he returned to the Schedule Department and on September 1, 1923, he was appointed Foreman of Division Three, in which capacity he has served up to the time of his present appointment.

Another man to receive recognition for his services is Robert W. Reid, formerly Clerk of Division Three. He has been promoted to Foreman of his parent division to fill the vacancy caused by the appointment of J. G. Owens.

Reid was employed by the Company on October 31, 1919, as motorman. On June 13, 1922, he was appointed clerk, which position he has filled up to the time of his present appointment.



R. W. Reid

## Christmas Party Biggest in History

Over 11,000 people passed the portals of the Shrine Ballroom on Friday, December 20th, to the biggest Family Christmas Party in the history of the Company, surpassing as it did the big event of the year previous.

Through the concerted efforts of C. V. Means, General Chairman, and department heads, each event during the entire day passed with clock-like precision. There wasn't a hitch or dull moment for the many thousands that participated. Even the Division Superintendents surpassed themselves

(Continued on Page 5)



## Bob Hill's Secluded Topanga Retreat



Tucked away among a group of live oaks and sycamores on a hillside in Topanga Canyon, is a lovely cabin. There is a fence around the grounds and the entrance is through a gate and then across the little bridge that spans a dry stream bed. It is an ideal refuge from the cares and worries of a busy office executive.

We have often wondered how our own Bob Hill, Manager of Transportation, manages to come to the office on Monday mornings so serene and unharried; somehow he never tunes in on the Monday Blues. This Topanga Canyon cabin is the answer. He slips away at every opportunity to commune with the bees and the birds and the squirrels and to get perfect relaxation from traffic problems and the prosaic environs of a business office.

Bob's eminent domain consists of four acres located about one mile from Topanga Post Office. He built the cabin about three years ago. He has his own water supply, pumped from a cistern by electric pump. Mrs. Hill prefers a good old fashioned wood range for the kitchen and believes food cooked by wood far surpasses in flavor that cooked by gas. It is a place of hospitality and the Hill family and their friends have many happy times there.

### THANKS FOR THE PARTY

The personnel of the Mechanical Department wish to take this means of expressing their appreciation to the management of the Company, for the Christmas party, given at the Shrine Auditorium, December 20, 1929, and to wish you one and all a very Happy and Prosperous New Year.



### To Employees:

Our annual Christmas party for the employes and their families held in the Shrine Ballroom in December was one of the finest and largest ever held. Everyone had the holiday spirit and joined with the rest in making it one grand party.

To the ones who so faithfully helped at the booths, doors, check-rooms, kitchen and serving and the floor committees special credit should be given for their work for we must have co-operation to make a party of this kind a success.

As Chairman of the Christmas party, I want to express my sincere thanks to each and every one on the various committees for their individual support.

Wishing you all a happy and prosperous New Year, I remain,  
Yours truly,

*C. U. Means*

General Chairman.

### Westcott Back on Job

Supervisor Frank Westcott has fully recovered from his recent operation and is now back at his supervisory duties. His many friends sincerely hope that everything will now go well with him.

## H. E. Jordan in Charge of Shops

Effective January 15th, H. E. Jordan is appointed Superintendent of Car Equipment and Walter C. Brown, Assistant Foreman of Car Equipment. E. L. Stephens, who has served faithfully for many years as Master Mechanic, is retiring.

J. L. Clarke, Superintendent of Electrical Repairs, will report to Superintendent H. E. Jordan and L. B. Yeager, Superintendent of Lines to L. J. Turley, Electrical Engineer.

## Courtesy Gets Setback

Maybe it can be blamed on the Christmas crowds, too much Christmas turkey, an unusually dry winter or perhaps the stock market. Whatever it is it literally knocked the December Complaint report for a sick headache. Every classification in the report shows an increase, with a total of 198 complaints for December against 151 for November or an increase of 47.

Discourtesy increased from 36 in November to 44 in December; Fare and Transfer Trouble from 42 to 53; Starting Too Soon from 8 to 17; Passing Up Passengers from 17 to 18; Carrying Passengers Past Stop from 8 to 10; Dangerous Operation from 0 to 1; Short Change from 11 to 20 and Miscellaneous from 29 to 35. 'Fess up now, how does that look to you?

### COMMENDATIONS INCREASE

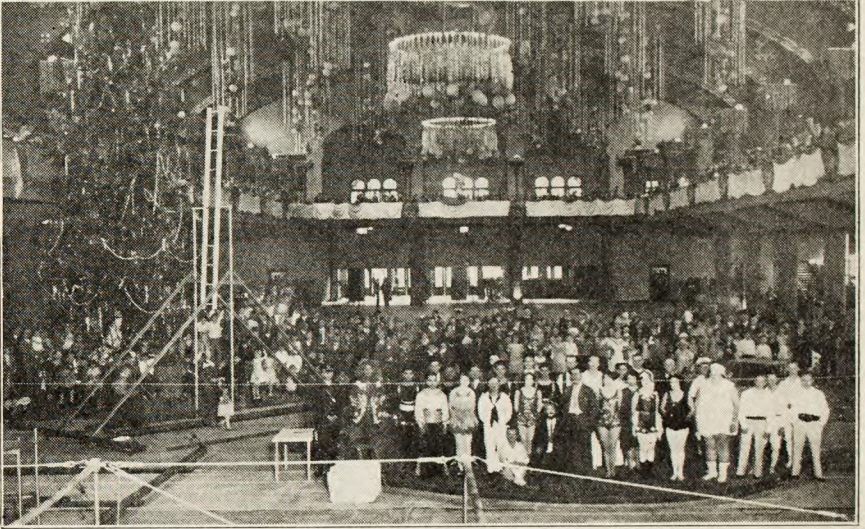
And now—just a little sugar. During December 51 commendations were recorded against 45 for November—an increase of 6. Division Three led with 22 men commended, Division Two 15, Division One 13, Division Five 10 and Division Four 7.

## Christmas Carolers Delight Listeners

Once again, as the day-before-Christmas arrived, the quaint and beautiful custom of carol singing was followed out by songbirds of the Auditing Department as their voices resounded throughout the hallways of the Main Office Building in carols to Him whose birthday is celebrated on Christmas Day.

The old familiar songs of praise "O, Come, All Ye Faithful" and "Silent Night" were conducted under the direction of Frank Matheny and Al Reid wielded the baton.





Top picture gives a good idea of the ring-side crowd at the circus. In oval: C. V. Means, General Chairman of Entertainment, with Numa, young lion mascot of the show. Yeah! The mascot has teeth! Lower photo shows artists and trapeze as well as a bunch of enthusiastic eyewitnesses.

(Continued from page 3)  
as receptionists at the outer doors.

This year a circus of many acts was presented in the afternoon at 2:00 p.m. and again at 8:00 p. m. The antics of clowns tickled both young and old, and the performances of the trained animals were well applauded. Ben Laietsky and his orchestra entertained with delightful music during the shows and also for the dancing.

As for the eats—well, over 900 pounds of hot dogs, 8 gallons of mustard, 1,040 loaves of bread, 115 gallons of ice cream, 6,500 cones, 10,000 cups of coffee were consumed, which should be sufficient proof as to the popularity of this particular unit in the makeup of the party.

The toy booths did a flourishing business and every kiddie between the ages of one and twelve received

his or her present and amused themselves by the hour.

This year the microphone was working splendidly so Charlie Means did not have any trouble in locating kiddies, husbands or wives who became lost, mislaid or who strayed from the fold.

At 10:00 p. m. cash prize tickets were drawn from the stubs of tickets deposited at the door. The first door prize of \$25 was won by H. E. Pierce, the \$20 prize by H. Fowler, \$15 by Corinne Reaugh, \$10 by Billie Davis and \$5 by George Hoffman. In addition twenty-five kiddies won the one dollar door prizes.

The candy and fruit booths under the direction of Billie Brown, General Foreman of Car Houses, did an exceedingly thriving business. They

ran out of stock before the evening was over.

This family party, or perhaps we might call it reunion, was a big success from start to finish. This is the second time these parties have been staged on a stupendous scale at the Shrine Ballroom and all who were responsible for the success of the affair justly deserve well-earned praise in accomplishing what turned out to be the biggest party in the history of the Company.

### Change in Loop

Effective December 20th, the south loop on the Santa Fe Avenue Motor Coach route was changed to east on Saturn Avenue, south on Middleton Street and West on Florence to Santa Fe Avenue.



# Witness Report For 1929 Shows Decline

The witness report for the month of December shows Division Four still in the lead but with a lower average of 6.54. Division Three is holding on to second place with a figure of 6.07, which is slightly higher than their November figure. Divisions Two and Five made a slight gain with Division One still trailing at the bottom but with a few points more to its credit.

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

November		December	
Division Four	6.86	Division Four	6.54
Division Three	5.99	Division Three	6.07
Division Two	5.05	Division Two	5.12
Division Five	4.76	Division Five	4.82
Division One	4.35	Division One	4.39

The average of all Divisions for December was 5.41, the same as November.

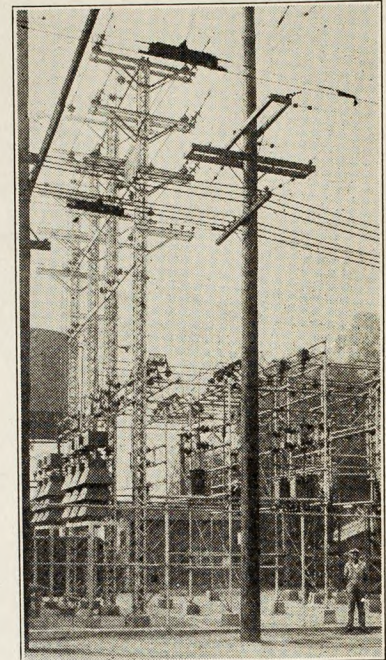
In going over the witness reports for the entire year of 1929, it is interesting to note that Division Four held first place in all but one month, that of August, when Division Three stepped out ahead of them with an average of 6.33 as against 6.30 for Division Four.

Another fact interesting to note is that the month of January, 1929, had a lower number of accidents reported than any other month during the past two years. There were only 1165 accidents reported for this month, but during the balance of 1929 there was a marked increase in accidents over those of 1928, this increase being especially noticeable during the last quarter of 1929.

The following are the figures for the entire year of 1929:

	Div. One	Div. Two	Div. Three	Div. Four	Div. Five
January	5.01	5.44	6.61	7.58	5.55
February	5.09	5.55	6.27	7.07	6.25
March	4.32	4.98	6.67	7.84	6.78
April	5.01	5.46	6.22	7.20	6.57
May	5.05	4.91	6.12	6.94	5.76
June	5.20	5.36	6.21	7.03	5.68
July	4.74	5.05	6.07	7.02	5.11
August	4.69	4.69	6.33	6.30	5.60
September	4.85	5.02	6.60	6.97	5.30
October	4.34	5.12	5.84	6.58	4.82
November	4.35	5.05	5.99	6.86	4.76
December	4.39	5.12	6.07	6.54	4.82

## Volt Switcher



In order to control the flips and flops of the electrical current at the Huron Substation, an up-to-date, protective, outdoor switching structure has been erected by the Engineering Department to keep the substation from going out of service due to any failure of any one high line. With the use of this new equipment it is possible to switch power from one high line to another without interruption to service.

Two 15,000 volt lines are brought into the switching structure on four forty-foot latticed steel poles. The balance of the structure consists of lightning arresters, choke coils, oil circuit breakers, power and meter transformers; in fact, everything that goes in the makeup of modern power switching devices. This structure is similar to the one erected at Vernon Yard.

The gentleman in the "substation tuxedo" is Duke C. Cochran, Foreman of the Huron Substation.

## All Set for Baskets

After several weeks of training the Girls Basket Ball Team of the Auditing Department is now eager to go on the schedule of events that will commence about January 15th.

All of the girls have been doing well at the practice games and with Elsie Seehorn's spectacular guarding, the team should prove to be "poison" to its opponents. At least, they are out for top honors and deserve plenty of support from the side lines. Bulletins will be posted in Room 920 giving further particulars.

## Seriously Ill

Frank A. Christy, Supervisor of Flagmen, has been confined to his home with a serious illness. At the present writing he is unable to see visitors. Any information regarding his condition can be had from Chief Supervisor W. H. Snyder.

## Ed Lloyd Passes

Great sorrow was spread among the rank and file with the news of the passing of Ed Lloyd, whose death came very suddenly on January 3rd.

Ed was a real veteran of our Company, having started with the old Los Angeles Consolidated Electric Railway on November 7, 1895, as conductor and when the Los Angeles Railway took over the lines in 1910, he continued in this capacity. When Division Two opened up, he made a transfer and remained at this Division until April 27, 1925, when he retired from active service.

Ed leaves behind him the friendship of all who knew him as a man of sterling qualities, with a reputation of square and honest dealings that endeared him to all whom he contacted. He is survived by his wife and two brothers who have the sincere sympathy of his many friends.

## Watch Out For Tampered Bills

Conductors and Safety Operators are warned by bulletin to watch out for new currency bills that have been tampered with. Several bills of \$1 and \$2 denomination have been made to appear like \$10 and \$20 bills on one side. Naturally, when these bills are passed, they are presented with the large denomination on top. A word to the alert should be sufficient.



## Remodeled Cars Stand Rigid Test



Hearty approval was voted the Company's ten remodeled cars when they made their first appearance on the streets of Los Angeles December 11th on the "M" and "S" Lines.

Not content with second-hand news of the comforts de luxe of these cars some very charming passengers from the Company's main office building took matters into their own hands and tried one of the cars out, as may be seen in the accompanying photograph. They are, left to right; Georgene Moncrieff, Pearl Gorsline, Elsie Seehorn, Edna Tuttle, Florence Breeze, Marguerite Hasenfang, Alice



McKinley and Mickey Krueger, all from the Auditing Department with the exception of Alice McKinley, who is employed in the Transportation Department.

Now that these young ladies have inspected the cars and given their official approval of them it only seems logical that they are going to be a big success.

## Band Makes Hit in Big Parade

Here is an active adjunct to Sunrise Post No. 357, American Legion, that is quite capable of making itself heard. Due to the untiring efforts of Francis Carew, Director, who is seen at the extreme right of the photograph, these boys, fifty per cent of whom are sons of legionnaires, made quite a name for themselves in the parade held December 14th in celebration of the East Ninth Street opening, depicting the evolution of transportation with 100 entrants in a three mile procession. Naturally, the boys selected one of the Company's twin coaches as their mode of travel, and we don't blame 'em.

At the back of the group, in the light suit, the features of Ellis G. Gilmore, Past Commander of Sunrise Post, can be seen. Gilmore is largely responsible for the formation of the boys' band, which is sponsored by



Sunrise Post. The formation of this band was no small task and credit is due for what has been accomplished.

At the time the photograph was taken, some of the uniforms had not arrived. This uniform is quite natty in appearance with its Legion cap, navy blue coat with brass buttons, light Legion blue sash and white duck trousers.

## Square and Compass To Elect Officers

The annual election of officers for the year 1930 will be held at the next stated meeting of the Square and Compass Club in the Masonic Temple, Saturday, January 18th.

Following the usual custom at elections, the meeting will open with a dinner at 6:30 p. m. A very interesting program is scheduled for the evening and a large number of members is expected to attend.

The incumbent officers for the year 1929 are as follows: Honorary President, G. J. Kuhrts; President, J. E. Steenrod; First Vice President, P. T. Klingelsmith; Second Vice President, John Collins; Third Vice President, M. E. McCune; Recording Secretary, D. H. Johnston; Financial Secretary, Julius Blum, Treasurer, C. A. Henderson and A. G. Rex, Marshal.

### Has Busy Year

With the raising of R. Vincent Douglas of the Schedule Department to the degree of Master Mason in Henry S. Orme Lodge on December 26th, the degree team, under the captaincy of J. H. Sheridan has concluded a very active year.

### South Park Lodge, January 28th

Starting off the new year with a bang, two employes of the Company are to receive the Master Mason Degree in South Park Lodge on Tuesday, January 28th, at 7:30 p. m. The officers of this lodge have arranged a real "Los Angeles Railway Night".

## Found

A Lutheran Church pin, girl's cap and fur were found at the Family Christmas Party held in the Shrine Ballroom on December 20th. These articles will be returned to owners if they will apply at Room 722, L. A. Railway Building.



## Coach Service Shows Increase in Past Year

During 1929 the operations of the Motor Coach Division were extended more in the amount of service given over existing routes than the addition of new lines.

The Slauson-Fairview and Avenue 50 and El Paso Drive motor coach lines were added, and the Beverly Boulevard Line was slightly extended, making a total of seventy miles of route at the end of that year, an increase of 3.8 as compared with January 1, 1929.

At the end of the year daily coach mileage showed an increase of 13% over a similar day a year ago.

A total of twenty-two new coaches were acquired, partly for the service of the Los Angeles Motor Coach Company and partly for the Motor Coach Division. All coaches purchased were equipped with treadle door automatic rear exit.

## Boy Prodigy in Drumology

Most young boys like the idea of walloping a drum just to make a big noise, but with young Leon Pittenger who is only four and one-half years of age, he plays to satisfy an artistic urge.

According to his grandfather, Conductor D. E. Pittenger, Division Two, there is a strange fascination about drums that his young grandson has engendered ever since he was old enough to sit up and take notice.

His daddy, Lynn A. Pittenger has supplied Leon with a trap outfit consisting of a snare drum, bass drum, cymbals, tambourine, bells and wood block. The boy has learned entirely from observation how to rattle off all the beats, flourishes and what-nots of drumology like a seasoned veteran. When he is going full swing he gives each instrument a rousing workout.

Leon made his first public appearance when he was but three years of age, and in a very brief space of time has appeared at more than fifty performances and has broadcast several times over the radio.

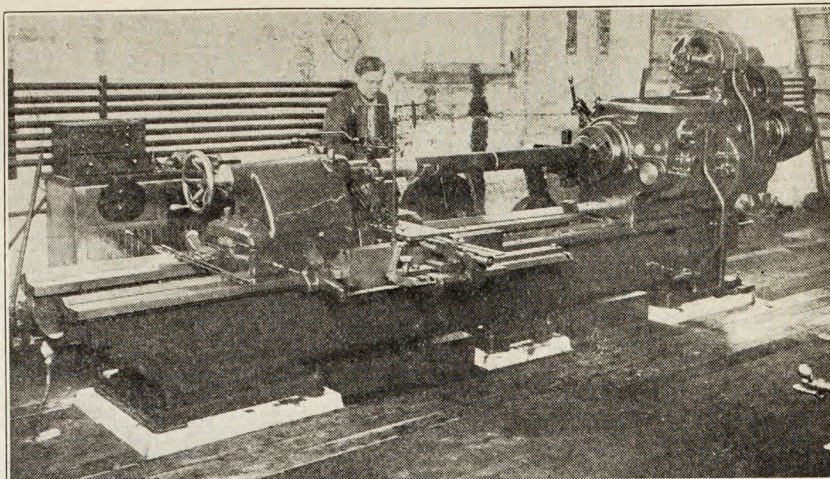


## A Timely Surprise

In token of their esteem, and in honor of his twenty-fifth wedding anniversary and twenty-fifth year of service with the Company on January 8th, the employees of the Schedule Department staged an agreeable surprise for Elmer A. Tower when they presented him with a Seth Thomas mantel clock.

W. B. Mott made the presentation speech and after Elmer had regained his equilibrium he responded very appropriately to the occasion.

## Big Lathe Turns Axles



The Machine Shop of South Park can now make a few more good turns with the new sixteen foot, heavy duty, geared head LeBlond lathe that has recently been placed in service, making the fourth of a string of lathes in that department.

This lathe has a maximum swing over shear of 35 inches and is driven by an independent 20-horsepower mo-

tor. It is being used for all heavy duty work such as turning car axles, motor coach brake drums, etc., and is capable of turning car axles with the wheels mounted. It is the largest lathe of its type in the Machine Shop and weighs 16,500 pounds.

B. S. Rivers is the caballero of the calipers, giving his expert attention to the turning point in the life of an axle.

## Sun Rise Post To Entertain

Friday, January 17th, will be a big day in the history of the American Legion when some thirty-five posts of the metropolitan area will convene for the 17th District meet to be held in the Roosevelt High School at 4th and Fickett Streets at 8:00 p. m.

Sunrise Post will act as host and an elaborate reception will be tendered John R. Quinn, Past National Commander; Phil Dodson, National Committeeman; Clarence Kincaid, Department Commander; James Fisk, State Adjutant; Robert McCurdy, Area Commander, and many others prominent in Legion circles.

Mayor Porter, Councilmen Wm. Sanborn, E. Snapper Ingram, and other members of the City Council, together with officers of the County Council, have accepted invitations and will be present.

There will be a decided military atmosphere, with the participation of three or four drum and bugle corps, three bands, drill teams and the famous gun squad from Whittier.

The meeting is open to the public and there is no admission charge. All ex-service men are especially invited to attend. Commander Charlie Thompson and Past Commander E. G. Gilmore of Sunrise Post will be on hand to welcome all ex-service men from the Company.



# Romance of The Rails

By E. L. LEWIS  
(Tenth Installment)

## THE TEMPLE STREET CABLE

The owners of real estate west of Bunker Hill, as well as those along the streets on Bunker Hill, found that owing to the absence of public transportation they could find no buyers for building lots in that section. This, of necessity prompted an ambitious promoter to apply for a franchise for a horse car line in 1881,—the line to run from Main street on Temple to Figueroa street. The Mayor and the City Council appeared to have developed serious objections to the conditions of this franchise, and final consideration was so long delayed the promoters became discouraged and withdrew the application.

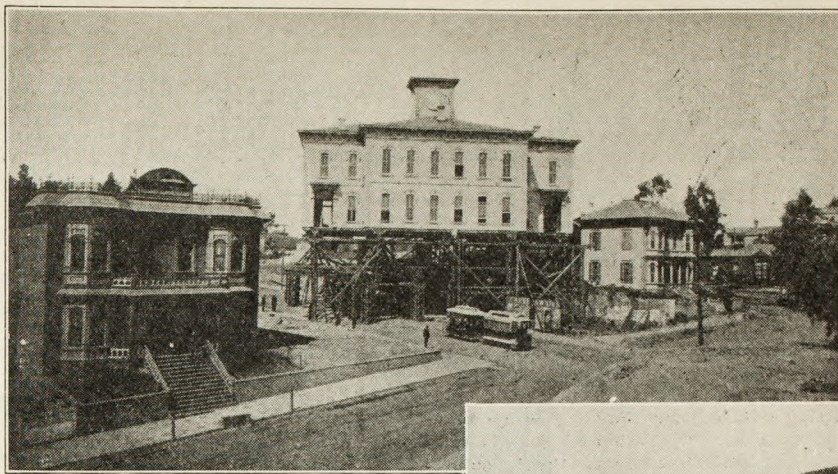
In 1883 representatives of the holders of the cable patents, from San Francisco, attempted to promote a cable line on Temple street, to run from Spring to Figueroa street. Not receiving the proper encouragement from the real estate holders they soon retired.

The urge to build this line, however, was ever present and we find that the agitation was being renewed in the fall of 1884. The plan was more ambitious than those previously named, as it started from Spring street, by way of Temple to Texas avenue (Belmont avenue) a distance of one and three-quarters miles at an estimated cost of \$150,000. It appeared, however, that they had difficulty in creating the proper enthusiasm to secure ready subscriptions to their bonus of \$40,000. This was not secured until the latter part of 1885. Construction work was started on December 30th of that year by the Temple Street Cable Railway Company, with Walter S. Maxwell as President, and Prudent Beaudry, Vice President and Treasurer.

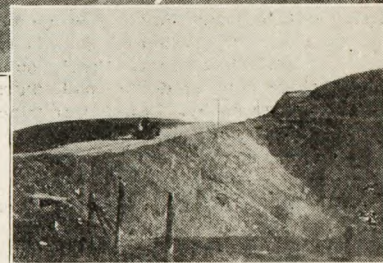
This was a single track line with sidings, or passing places, for the operation of four transportation units, consisting of grip-car and trailer.

One of the promoters boasted that "a careful check of the territory to be served by this line shows that the Company can expect about 1400 daily patrons and all the other riders as well". It is not clear as to whether this "1400 daily patrons" meant 1400 separate individuals who would make two rides, or 1400 rides by regular patrons during the day. The fare was 5 cents.

The power station was built at the northwest corner of Edgeware Road



Upper photograph, taken in 1886, shows cable car at the Temple and Broadway terminal. The old building perched high in the air on a moving trestle is a school building that was moved from the site where the Court House now stands. The cars were operated under the structure.



Lower photograph shows the "wide open spaces" at the west terminal of the railway at Temple and Hoover in the winter of 1889 with the grip car gradually making the grade.

and Temple street, and the line went into commission on July 14th, 1886.

In August, 1888, the line was double tracked. The Company then graded a right-of-way on Temple street to Hoover street, and constructed a single track extension of the line to that point, operation starting in April or May, 1889.

From then until the Boyle Heights Cable Line opened in August, 1889, they enjoyed the greatest business prosperity they ever had during their cable operation as it was the only line with mechanical traction reaching out into the country. On Sundays they had a great deal more travel than they could comfortably handle. Many accidents were narrowly averted as patrons scrambled for seats on moving cars as they reached the Spring street terminal. All day there would be a crowd standing around waiting for a chance to take a ride.

On August 1, 1889, the Los Angeles Cable Railway Company opened their first line out of town into the country on First street to Chicago street, and soon thereafter to East Los Angeles, and out Grand avenue, and out to Westlake Park. These extensions took away all the excursion travel from the Temple street line, and they never paid a dividend. After sixteen years of cable operation, the line was sold to Mr. H. E. Huntington who rebuilt it for electrical operation. This was started on October 2nd, 1902, and at the same time the line was consolidated with the Los Angeles Interurban Railway, and thenceforth ceased to operate as a separate company.

(To be continued)

## For Sale

**Cemetery Lots**—Inglewood Park Cemetery, Lilac Tract, improved. \$50 per grave, cash or terms. No interest. Will sell three, six or nine. See Mr. Haygood, Room 920, L. A. Railway Bldg.

**Lot on Firestone Boulevard** 32½ x 120 feet. Third lot east of Alex Avenue. Must sacrifice, make offer, cash or terms. Motorman H. F. Swabby, Division Two, or phone Jefferson 3735 after 5 p. m.

Beautiful Gate-leg Table, mahogany finish, same as new, \$15. Phone Vermont 3719.

## Trade

**Will Exchange**—Business property on Florence Avenue, near Vermont Avenue, seven-room house, two baths, double garage for Missouri farm, near Kansas City. Call after 5 p. m. York 8457, Conductor Ben Gardner, Division Five.

## Get Your Gift

Children who may be holding gift tickets that were issued for our Christmas Party should present them for redemption at the office of C. V. Means, Traffic Manager, 1050 South Broadway, **NOT LATER THAN JANUARY 18th.**

It is never too late to mend, but it's just as well not to have to.





# Mandy Mandy's



Bill Buffalo, a young Indian, suddenly oil-rich, bought a \$5,000 automobile and drove away. The next day the young Indian was back at the sales agency, footsore and walking with a limp, and his head bandaged. This was his explanation:

"Drive out big car; buy gallon moonshine; take big drink; step on gas. Trees and fences pass heap fast. Pretty soon see big bridge coming down road. Turn out to let bridge go by. Bang! Car gone. Gimme 'nother one!"

"Loan me five dollars, will you?"

"Sorry, I've only got four dollars and seventy-five cents."

"Well, give me that. I'll trust you for the other quarter."

Oscar the Operator isn't the only peculiar one in his family. His nephew has wanted to be a barber ever since he was a little shaver.

"If you really love me, George, why doesn't your chest go up and down like the men in the movies?"

"Mr. Drum, when you-all gonta pay me that ten dollahs you owes me?"

"Next week!"

"Yeah, but that's what you tol' me last week."

"Uh-huh, and that's what I'm going to tell you next week, cause I'm not a man that says one thing one week and sumthin' else the next."

Boss—"What's that piece of ribbon tied around your finger for?"

Clerk—"My wife put it there to remind me to post her letter."

"And did you post it?"

"No, she forgot to give it to me."

"Where did you get that fine new hat?"

"I bought it 10 years ago. Seven years ago I had it newly pressed. Three years ago it was dyed black. The year before last I had a new band around it. Last week I exchanged it in a restaurant."

A barber reported to work two hours late.

"What's the big idea?" demanded the boss.

"I'm sorry," replied the barber, "but while I was shaving I talked myself into a shampoo, hair cut, and massage."

Mrs.: "Where have you been all evening?"

Mr.: "At the office."

Mrs.: "Then you must be made of asbestos. Your office building burned down two hours ago."

"What would you do if a horse fell into your bathtub?"

"I'd pull the plug out."

The demure young bride, a trifle pale, her lips set in a tremulous smile, slowly stepped down the long church aisle, clinging to the arm of her father.

As she reached the low platform before the altar, her slipped foot brushed a potted flower, upsetting it. She looked at the spilled dirt gravely, and then raised her child-like eyes to the sedate face of the old minister.

"That's a hell of a place to put a lily," she said.

"Rastus, does you love me?"

"Mandy, you is one woman I don't like none other no better than."



Able: Papa, vat is science?

Abie's Papa: My how could you be so dumb? Science is dose things vat says "No Smoking."

Teacher: "What is Boston noted for?"

Johnny: "Boots and shoes."

Teacher: "Correct. And Chicago?"

Johnny: "Shoots and booze."

Mrs. Goldberg and Mrs. Silverstein were gossiping over the back fence.

"I heard it today dot Abie Kazinsky vos keeping a budget."

"Vot!—und his wife too?"

The attorney conducting the cross-examination had grown disgusted with the evasive answers of the witness.

"Answer my question yes or no," he admonished.

"Your question can't be answered yes or no," replied the witness.

"Any question can be answered yes or no," expostulated the lawyer. "Ask one and I'll prove it."

The witness replied, "Have you quit beating your wife?"

"Where did Brown get all his money?"

"In the hold-up business."

"Never!"

"Yes. He manufactures garters."

"What happened to you, my poor fellow?"

"My girl threw me down a flower."

"But surely that couldn't have made such a wreck of you?"

"Yes, it could. She forgot to detach the window-box."

Judge: "Sam, this is a serious charge against you. Have you anything to say in your defense?"

Sam (haughtily): "Yoh Hono' I not only denies the allegation, but I also declares the alligator am wrong."

College Student Agent: "Madam, I'm selling something to prevent the roosters from crowing at daylight."

Mrs. Suburb: "Yes, what is it?"

College Student: "An excellent recipe for chicken soup!"

"What's the matter with you?"

"I wrote an article on fresh milk and the editor condensed it."

"I am satisfied on one thing at last; I found where my husband spends his evenings," remarked Mrs. Gadabout.

"You don't say so, dear; how did you find out?" questioned the excited Mrs. Gossip.

"I stayed at home one evening last week and found him there," answered the satisfied lady.

A salesman sold an old colored farmer a tractor. A few days after the machine was delivered the salesman called on his customer for pay.

"Can you pay me for the tractor, Uncle Jim?" he asked.

"Pay fo' de tractor?" he asked in astonishment and wrath. "Why man, yo' done tole me dat in free weeks de tractor would pay fo' hisself."

Every morning for two years a woman had given a penny to the beggar at the crossing. One morning she said:

"This is the last time I shall be able to give you anything. I'm going away to get married."

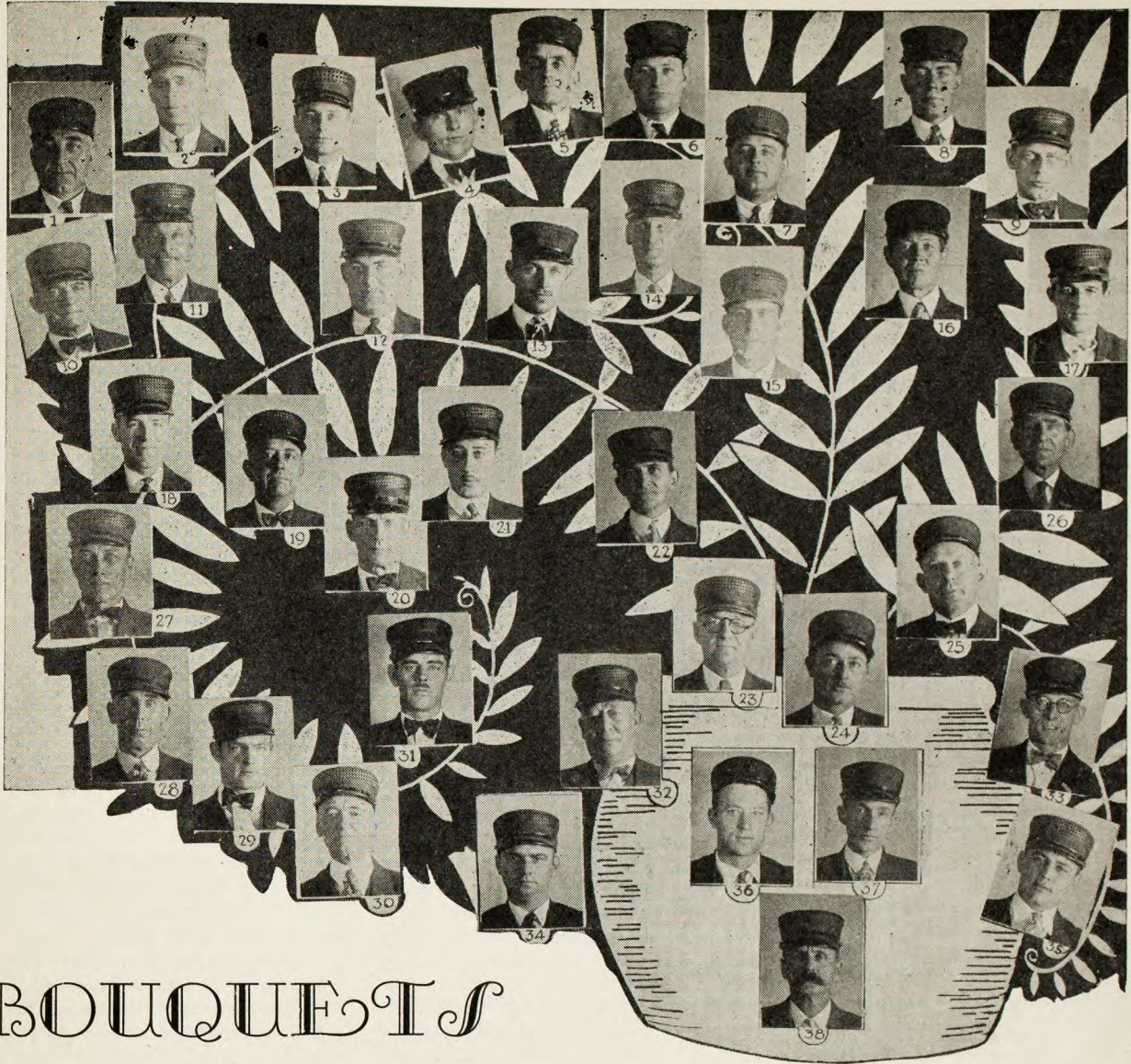
"What!" said the beggar. "Getting married!—at my expense?"

"Why didn't you put my luggage in here, as I told you to?" thundered an irate passenger to the grizzled porter, as the train moved out of the little railway station.

"Eh, mon," returned the other patronizingly, "yer luggage is no sic a fule as yerself. It was marked Edinburgh, and is on its way there. Ye're in the wrang train."

The Guide: "Yes, it must be over a thousand years old. You can take it from me they don't build such ancient castles nowadays."





# BOUQUETS

For (1) Conductor A. G. Rex of Division One from Thomas J. Olliffe for kindness to a crippled passenger.

For (2) Conductor F. Kliever of Division One from Miss A. Thomas for reliability and courtesy.

For (3) Conductor H. J. Comier of Division One from Mrs. E. C. Smith for being thoughtful and courteous and for lending her a token when she had left her purse at home.

For (4) Conductor G. E. Robinson of Division One from M. E. Bradway for being tactful and courteous.

For (5) Conductor E. Urban of Division One from Elizabeth G. Donahue, who states in part: "In addition to being efficient and ever courteous, this man assumes a responsibility toward the passengers for both their safety and comfort."

For (6) Conductor J. L. Decker of Division Two from Mrs. Charlotte M. Woods for his endeavors to render efficient, courteous service to passengers.

For (7) Conductor H. E. Schultz of Division Two from Isabelle Patterson for assisting her on and off the car.

For (8) Motorman H. E. Adams of Division Two from Mrs. L. B. Fairley for efficiency in handling his car.

For (9) Conductor W. G. Lee of Division Two from W. B. Dublin, who states in part: "This is in appreciation of the excellent service of Conductor 486. He is intelligent about his work, has all desirable information ready, and makes a special effort to do more than is required in the way of service."

For (10) Conductor F. C. Buhles of Division Two from Mrs. James Alexander for courtesy.

For (11) Conductor H. Yardley of Division Two from Mrs. Ida M. Phillips for being considerate of his passengers' safety and comfort.

For (12) Conductor T. R. Latham of Division Two from Mrs. Thomas McCauley, who states: "I wish to say a

word of praise regarding Conductor 2416. He was most courteous to all passengers. My husband and I admired him very much for the way he answered all inquiries.

For (13) Motorman H. P. Moller of Division Three from Mrs. Emily N. Davis for being considerate of his passengers' welfare.

For (14) Motorman A. A. Middlecoff of Division Three from Richard C. Sampson, who states in part: "He is a good motorman, always courteous and striving to please the public."

For (15) Conductor J. L. Lilley of Division Three from Chas. H. Johnson for his pleasant manner.

For (16) Conductor B. B. Bowman of Division Three from Mrs. B. C. Trowbridge for being kind and courteous to all.

For (17) Conductor W. E. Holbrook of Division Three from Rachel Ann Beach, Principal Farmdale School, for courtesy and tact.



For (18) Conductor G. R. Monahan of Division Three from T. B. Andrews for courtesy and efficiency.

For (19) Conductors W. Jennings, (20) G. R. Perdew, (21) L. A. Therlen, (22) J. E. Bohler and (23) Motorman D. W. Lantz, all of Division Three from Genevieve C. Wilson for their uniform cheerfulness, courtesy and helpfulness toward all passengers.

For (24) Conductor L. J. Polansky of Division Three from Mrs. W. Polhemus for courtesy.

For (25) Motorman S. Gannon of Division Three from John T. Flear for courtesy shown to Mrs. Flear when she lost her purse.

For (26) Conductor R. M. Garner of Division Four from Mrs. Cora A. Norton for his thoughtfulness and courtesy.

For (27) Motorman F. Zeiger of Division Four from Thomas A. Derr for quick action in making an emergency stop when a truck and trailer ran into his car.

For (28) Conductor E. T. Smith of Division Four from S. M. Hancock for being considerate and courteous.

For (29) Conductor R. L. Fenno of Division Four from Mrs. Goldie Patter for being courteous and efficient.

For (30) Conductor W. S. Shields and (31) Motorman M. Langager, both of Division Four, from M. A. McMasters, who states in part: "I wish to tell you that you have a splendid conductor and motorman on the "F" line. I have found them very courteous and accommodating, always ready and willing to do anything they can to assist a passenger."

For (32) Conductor W. B. Huddy of Division Four from Stephen B. Dexter for courtesies extended him.

For (33) Motorman L. L. Leasman of Division Four from Mrs. Sawyer for his kindly consideration of a blind passenger.

For (34) Motorman E. N. Taylor of Division Four from Miss Georgia I. Lefmann, who states in part: "May I congratulate you on having in your employ an alert, observant and kindly motorman in the person of 2957."

For (35) Conductor R. R. Hayman of Division Five from Florence A. Riley for being kind and courteous.

For (36) Conductor H. A. L. Hull of Division Five from Mrs. A. K. Beltzhoover, who commends him for "marked courtesy shown elderly persons laden with Christmas shopping."

For (37) Conductor W. A. Walsh of Division Five from C. Bayha for being courteous and using tact in dealing with his passengers.

For (38) Conductor J. A. Johnson of Division Five from Orpha T. Dani-

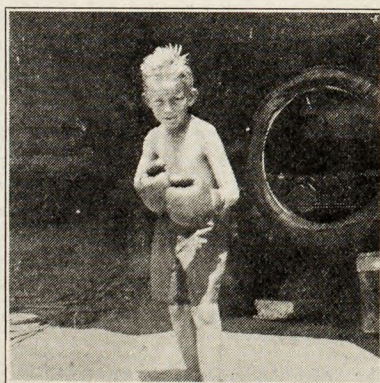
son for kindly lending her fare when she came away from home without her purse.

Conductor Johnson is also commended by Mrs. E. C. Endsley, who states in part: "He certainly deserves credit for the way he handles his car, and the kindness and courtesy shown to all, especially women and children and elderly people."

## Division Assignments

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

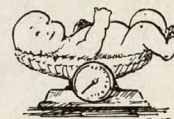
To Division One: Motormen H. E. Granger, R. W. McCutchen, W. F. Redtman; Conductors J. Rippey and W. M. Ellis. To Division Two: Motormen R. B. Azbell, C. W. Rice, H. R. Taylor; Conductors E. H. Trapp and E. C. Peak. To Division Three: Motormen J. M. Harris, J. P. Nicholson, A. Block, L. Simmons, H. F. Snow, W. C. Collins, R. S. Stumm, E. G. DeGarmo, C. W. Allen, C. Sutton, J. S. Taylor, C. F. Hansen; Conductors G. J. Loftin, L. T. Smith, F. O. Kenoyer, F. A. Stapleton, H. L. Brunk, G. Mason, L. E. Thompson, C. T. Erwin. To Division Four: Motormen H. Crabtree, C. E. Baker, J. P. Dennis, A. F. Long, J. F. Floyd, J. E. Lynch, H. L. Goode, C. Robertson, R. E. Smith; Conductors W. D. Halstead, T. J. Reynolds, T. A. Sattler. To Division Five: Motormen C. W. Nave, R. D. Jones, H. E. Robinson, R. I. Catron, F. Germain, G. McCollum; Conductors J. C. Row, C. R. Thomas, C. Hemphill, C. F. Fransway, A. Norman, O. Meadows, Jr., C. E. Otwell, Jr.



Having heard his daddy say that the heavyweight championship crown is still vacant, this youngster has put his bid in for it and is making great strides. Don't think for one moment that it is only a pose. He can "pack a hasty mitt." He is Billie Richards, age seven, son of Motorman W. A. Richards of Division Five.



It is proper in some society circles for a "kullud" gentleman to take along his "houn' dawg" for protection. Accordingly, Guy Wheelock of the Schedule Department attended a masquerade with his bodyguard. A heavy rope was needed to prevent the dog from running away.



## Births

On the ninth of December Mrs. J. O. Hollis, wife of Conductor Hollis of Division Two gave birth to a nine-pound baby boy, Jess Andrew, the same day that Mrs. Hollis' mother, Mrs. L. M. Peralta, gave birth to a baby girl.

Both babies were born in the 100 block on East Sixty-First Street in their mothers' homes, which are just across the street from each other.

Jess Andrew has the distinction of being the fourth generation of the family now living.

Motorman F. C. Wright of Division Two announces the arrival of a nine-pound baby boy at his home. The little newcomer put in his appearance on the 14th of December and all concerned are doing well, and Daddy seems to be very proud of his new son.

\* \* \*

It seems to be a good month for boys. Foreman J. A. Madigan of Division Two called in about noon Saturday, the 28th of December and said, "I won't be in this afternoon," and about three o'clock he called in again and said it was a nine-pound baby boy and he was pretty much elated over his arrival. He had hoped it would be twins as he wants a family of four since he doesn't believe in odd numbers.

\* \* \*

Conductor F. U. England, also of



Division Four, dropped into the lime-light when he announced the arrival of a six and one-half pound baby girl, December 28th. Mother and baby are doing fine.

\* \* \*

Conductor J. E. Rogers of Division Four also announced the arrival of a baby boy December 28th. Our heartiest congratulations.

\* \* \*

The secret of the big smile is out. Joe Oliveri, Painter at the South Park Shops, is the proud father of a seven and one-half pound baby boy. Joe passed the cigars around the 22nd of December and announced that baby and mother were doing fine.

\* \* \*



G. E. Barnes, Conductor of Division Two, and Miss Marion Griffin were married on the 23rd of last month, and the young couple seem to be very happy in their new home. G. E. passed the cigars around for which we wish to thank him. We wish them all the happiness in the world.

\* \* \*

Motorman E. C. Fisher, also of Division Two, was married in Yuma, Arizona, on the 4th of November, but for some unknown reason no one knew anything about it until just a few days ago. We all wish them the best of luck and happiness.

\* \* \*

We thank Motorman R. H. Williams of Division Three for the cigars and wish him much happiness. Mr. Williams was married on December 12th.

\* \* \*

Jack Bradley, Division Two, Mechanical Department, surprised his fellow workers when he returned from his supposedly vacation by announcing that he had been on his honeymoon. Congratulations, Jack, and thanks for the cigars.

\* \* \*

Paul Nutter of the Motor Coach Division was married to Miss Dorothy Agnes Smith on the 24th day of November. His Thanksgiving Day should mean a lot to him.



## Division One

H. N. COLE

On account of an injury to his foot, Conductor O. G. McKensie has been confined to his home for several weeks. He managed to work for a few days during the holiday rush, but was compelled to give it up and return to the sick list.

For the first time in his seventeen years of service Motorman Nate Robinson is taking a vacation. He has a leave of absence for sixty days and is spending it breathing the pure ozone and enjoying country life in general on a ranch near Santa Cruz. Motorman Robinson was one of the top bonus men in the recent distribution of bonus checks.

Conductor Martin Sasolow is a fast thinker, in fact he thought a little too fast a few weeks ago when he thought Friday was Saturday and failed to show up for work. There is no Saturday time in his run, so in the future he says he will keep his eye on the calendar.

Thursday morning after Christmas, while Conductor Line-Instructor Harry Cormier was on his way to work, he was slugged and robbed, and is at this writing confined to his home nursing a sore head. Cormier was one of the top bonus men.

Conductor Line-Instructor G. J. Thorndson, who has been on the sick list on account of a broken leg, has returned to his duties.

In spite of the fact that a huge bunch of thirteens stared him in the face, Motorman L. E. Mills lives to tell the tale. It was Friday, the thirteenth, his car was number thirteen, his train number was thirteen and his cap number contained the number thirteen.

While wrestling with a fender a few days ago, Motorman B. F. Higgins had the misfortune to get the worse of the match and came out with a badly hurt leg, probably a fracture.

Conductor Charlie Groth has gone back to his happy home on the West Ninth Street Line. He has an early run and is working traffic evenings.

Ye Scribe had the pleasure of meeting several of the Old Timers who have long since been on the retired list. Former Motorman F. L. Bedell, who looks younger than he did ten years ago, was there; also H. S. Christianson with his perpetual smile, and the stately looking Bill Lambertson.

Motorman J. H. Schrader was off for a week on account of illness but he reported for duty in time to help out in the holiday rush.

Illness has kept Motorman J. N. Smith confined to his home for several weeks. His conductor Polly Avila and the rest of us hope to see him out soon.

Motorman W. V. Edwards is confined to his home on account of a bad foot.

"Come over to my house and I will show you a radio that is a radio," said Conductor O. G. McKensie to a friend. On arriving at his home he discovered that during his absence someone had entered through the window and left through the back door accompanied by the radio.

Conductor L. C. Davidson is being detained at his home nursing a case of bronchitis.

The sick list still contains the name of Conductor O. Arguello. He has been ill for about two months. Here's hoping the new year will find him back on the job in first class shape.

Motorman R. T. Steelow is reported on the sick list.

The sick list also contains the following names: Conductors H. Shorrock, R. S. Davis, W. F. Alder and Motorman J. M. Glick.



## Division Two

H. F. NELSON

Now that the Christmas celebrations are over and things have settled back to normal once more everybody is ready to start the New Year with a lot of good resolutions, and here's hoping that most of them can be kept. Let's all start out the New Year with the idea in mind that we will make this the banner year. Let's see how it feels to go through a whole year without receiving any of those little green slips; keep the old alarm in good working order so we won't have to sit around on those hard benches from one to three days. Also when next Christmas rolls around a little extra bonus can be used very easily, and it isn't very hard to do what is right.

A few weeks ago Conductor D. MacTaggart put a sign on the board that he had a garage for rent and that night the darned thing burned to the ground. How's that for hard luck?

Conductor G. B. Lindersmith and his wife celebrated their thirty-second wedding anniversary on the nineteenth. G. B. thought that would be a nice day to lay off and just stay around home.

Here is another record: Motorman E. C. "Teddy" Parsons has completed twenty-five years of service and has been off one day in three years. Some of you young fellows try that and see if you can do it.

Motorman R. F. Miller has returned from a trip to Superior, Arizona, and is back on the job feeling very much better. He had been in poor health for several months and we're all glad to see him back.

Conductor L. G. Elhardt resigned shortly after Christmas with the intention of entering into the real estate business. Here's wishing him all kinds of success in his new venture.

Motorman Line-Instructor E. J. Barey spent several minutes shortly after the tenth of the month payday trying to find out why he didn't get paid for the thirty-first of November. A few days later he was seen going home with four large calendars under his arm. Keep tabs on your time for February, E. J., or you're bound to be short.

Conductor E. H. Trapp is back with us again after spending three months at Long Beach with one of the large oil concerns.

Conductor H. Boyett, who has been trying out the Police Department, is very much satisfied with that line of work and sent in his resignation when his leave expired.

Motormen E. E. Smith and W. V. Holman have entered the Forestry Service as rangers and sent in their resignations while on leave to hunt deer in the northern part of the State. Holman started out for deer one morning and met a nice big bear face to face. He blazed away and Mr. Bear toppled over. He was not quite sure whether he had killed the bear or not and we have a mental picture of Holman and Smith poking the bear with a couple of long poles trying to de-



termine whether or not it was safe to approach.

Motorman M. C. Heise returned to work in time for the holiday rush after having spent two and one-half months in Utah taking life easy.

Conductor M. B. Whitaker is still on the sick list. We hope he improves rapidly and can get back to work shortly.

Conductor C. F. Fitzgerald and Motorman M. B. Chamblin took a week off the first part of December to hunt ducks, but do not know whether they had any luck or not.

Motorman E. W. McCabe has been laid up with rheumatism in his hand and wrist. He is getting some better and hopes to be back to work in a couple of weeks.

We wish to extend to Conductor L. H. Boyle our sympathy in the loss of his father, who passed away November 30th after a short illness.

Clerk B. I. Derry reported Christmas morning with a very ripe peeve. The cause of same being that he was obliged to wear an old pair of shoes when he had planned on dolling up a bit. Mrs. Derry in making up a package for the Good Will Club, gathered up all of the old shoes that were in the closet and in some way got hold of one of B. I.'s new shoes.

Yours for a Happy New Year.



## Division Three

L. VOLNER

While off duty as a conductor, on account of his broken arm, Wollam has been acting as Flagman.

We all know when a motorman gets hungry he has to eat. The boys on the "W" Line were in hopes Santa Claus would bring a lunch kit to Motorman Brunner, so when he became hungry he could eat en route.

Saturday night, December 14th, Motorman E. B. Hughes and a party of friends started on a duck hunt down in the Imperial Valley. They drove about three hundred miles only to find the lakes dry on account of lack of rain this season. They started back by the way of Salton Sea, where they saw great flocks of the birds, but races were in progress on the water at the time, keeping the fowl high in the air, and as the boys had to be home for duty early Monday morning they could not wait to get a shot.

We want to congratulate Division Five upon the acquisition of their new Superintendent, Mr. J. G. Owens. Mr. Owens has been our Foreman for many years and by his fair and impartial actions endeared himself to all the men. We hate to lose him but have another good man to fill his vacancy—Mr. R. W. Reid. Mr. Reid has had many years in the Foreman's Office, and we know he will make good in his new position. All the boys offer their congratulations.

When Motorman J. G. Bowers gets permission to wear civilian clothes in order to get his uniform cleaned and pressed, he says he will be fixed o.k. as Santa Claus brought him a complete golf

outfit—knickers, sweater and cap to match.

Motorman Bob Harris has developed into quite a hiker, he and his son taking long runs, each morning barefooted. Bob is training so as to be able to race our champion hiker, Wm. Pearson. Traffic Man Baxter is working up the race, and when Bob has finished his training there will be something doing.

As is his annual custom, Motorman Wm. Pearson made a trip to the summit of Mt. Grayback, the highest point in Southern California, on New Year's day.

Motorman O. E. Holland is taking a leave to visit relatives in Texas.

After getting through the Christmas rush o.k. Conductor R. E. Parker was last seen headed south to take a week's rest.

Division Three was well represented at the Christmas party and our boys were lucky in the drawing; Conductor H. E. Pierce secured the \$25 and Motorman H. Fowler the \$20 prize.

Motorman W. M. Unruh substituted for Conductor George Perdew at the Shrine Auditorium on December 20th and declares he has dreamed of nothing but hot dogs ever since. Whenever you mention the name "hot dog" and he overhears you he is liable to turn around and bark. He says he never knew there were so many hot dogs and empty coffee cups waiting to be bathed in the world until he went down to the Auditorium during the festivities.

A Happy and Prosperous New Year to all.



## Division Four

C. J. KNITTLE

Hello, everybody! With the holiday rush over and only a couple of men on leave Ye Scribe feels about as necessary as an extra post office clerk who was hired to assist with the Christmas mail. The only live subject these days is the fare raise question and of course we are all very optimistic about it. One thing is sure—when the refund check business is done away with and a conductor will just have to carry his tokens, change, transfers, coach tickets, witness cards, coin wrappers, watch, punch, rule book, guide book, instructions to conductors, trip sheet, envelopes, overtime cards, pencils, rubber bands, pocket knife, cigarettes and matches, it is safe to assume there will be fewer bowlegged conductors.

The first news that happened during the past month occurred when our Stenographer, Mrs. Esther Pearce, was called to the Main Office to pinch-hit for Mrs. McKinley who was taken ill. Esther returned in a couple of days. She says that isn't news, but look at the space it took.

Before going further we wish to state with regret that Conductor Joe Howarth's mother passed away December 2nd. To his many friends over here Joe's loyalty to his mother was admirable and we know he feels the loss greatly. Our sincere sympathy is extended.

Safety Operator J. F. Floyd returned to duty December 5th, after working a laundry route since last March.

L. L. Smith, formerly a conductor in this Division, is evidently developing into an able-bodied seaman. About five weeks ago he wrote to Foreman B. B. Boyd from Milan, Italy. Recently in a letter to Clerk Elmer Ellis, Smith stated he was enjoying the sights in New York City but was about to leave for Russia.

Motorman Lee Woodard was piloting his "P" car out Pico street the other day and was diligently calling the stops. After passing Mariposa Street, Lee yelled "Irolo!"

"What do Urolo?" asked a bright young chap.

"Well," replied Lee, "Irolo street car most of the time and between times Irolo cigarette".

Miss Margaret Ketchum, daughter of Conductor H. E. Ketchum, has just opened a studio of artistic dancing at 1735 Glendale Boulevard. Margaret has been successfully operating a studio in Santa Paula for many months, is an accomplished dancer herself and has already convinced many Los Angeles people of her efficiency as a teacher.

Conductor E. Kunkle must have felt relieved when he shoved his money tray in to Cash Receiver Goss the day before Christmas. He turned in over seven rolls of tokens.

Clerk E. E. Roffee took a three day leave starting Christmas to entertain two visiting nephews.

Conductor William Sambus is spending a ninety day leave in New York City transacting business and visiting an uncle.

That's about all, folks. We promised to give Cash Receiver Ray Smith the last word this time. He says, "Tell the boys I thank them all for the Christmas gifts and wish them all a Happy and Prosperous New Year". Now wasn't that nice?



## Division Five

FRED MASON

Happy New Year, boys. May this one be brighter than ever.

Conductor Merle Chapman started it off right by paying \$10 for two \$3 tickets for the Pittsburgh-Trojan game.

Motorman Bill Kenney is having a great time trying to get back to the Land of Sunshine. Bill started back from Detroit right after Christmas but his flivver could not make any headway against the snow. He got as far as White Pigeon, where he was snowbound for four days, and had to turn back to Detroit.

Conductor J. H. Meadows has been granted ninety days leave of absence to try out on the Los Angeles Police Department.

Conductor Mark Casey has been off for fifteen days to visit his mother who is ill in Oakland, California.

We are glad to see Conductor George Harper back on the job again after three months vacation in Phoenix, Arizona.



Conductor Floyd Snowden, who was on a leave of absence to try out on the Los Angeles Police Department, has resigned, as he has received his permanent appointment. We all wish him the best of luck.

Glad to see Conductor Fred Croff back on the job again after being off for three weeks on account of sickness.

Our Assistant Mechanical Foreman, George McQualters, wins the thrift prize for this month. On Thanksgiving Day he and his wife celebrated by taking in a show and eating their turkey dinner downtown. After they had had their fill Mac asked the waitress for some bones for his dog. The next day saw them eating turkey soup.

Motorman R. Walton is taking a week off to rest up after the holiday rush and is going to do his resting down at Agua Caliente. A fine place to rest!

Switchman "Heine" Heinzman says there's one thing he likes about Christmas—it only comes once a year.

Motorman T. Y. Dickey has resigned to take a position with the American Express Company and we all wish him the best of luck.

We regret to learn of the death of Motorman Leonard Blackburn, who passed away on Thursday, December 26, 1929. The boys of Division Five join in expressing their heartfelt sympathy to Mrs. Blackburn and family in their bereavement.



JACK BAILEY

Mr. and Mrs. C. Ellis celebrated their tenth wedding anniversary December 20th at the home of Mr. and Mrs. Pedgrieff of 2132 West 78th Street. The evening was spent in receiving congratulations from their many friends and a delightful bridge party which was followed up with refreshments. Mr. Ellis is of the Machine Shop.

A. Clinton, Machinist, is reported on the sick list.

Andy Anderson, of the Machine Shop, returned to work the first of the month, after some four months on the sick list.

H. D. Beebe, of the Store Department, is the proud possessor of a new Ford. You can't beat 'em, says Beebe.

R. J. Walker, one of the nimble crew of the Store Department Supply Car, returned to his duties the first of the month after being confined to his home on account of an injured foot.

Introducing O. G. Patee, a new man in the Store Department, who is replacing F. DeBaun.

Carpenter M. Bessette was granted a few days rest just before and including the Christmas Holidays.

Carpenter Al Dellinger was reported on the sick list just a few days before Christmas.

C. F. Lamb, of the Carpenter Department, was also reported confined to his home on the first of the month on account of illness.

W. L. Williams, Assistant Foreman of the Mill, still answers on the sick list.

A card from ex-carpenter H. B. Grimm was received from Wyoming. He wished all the boys a Merry Christmas and a Happy New Year.

Mrs. Green, wife of C. Green of the Winding Room, was brought home from the hospital on Christmas day after an appendicitis operation. We wish for a speedy recovery and a Happy New Year.

Considerable excitement occurred in the Winding Room last week when Fred Andrews made the wrong hook-up on a heater and blew everything off the wall. Not mentioning any names—but the ones closest to the doors were the first ones out.

Ted Ormiston, of the Winding Room, is now a one hundred per cent American, having taken out his final citizenship papers. Little brother Sid will be next—he is only a few steps behind.

Introducing W. M. Sebley, a new man in the Winding Room. Mr. Sebley had just completed some twenty-seven years service with this Company but was connected with the Substations.

Art Gerard, Electrician, not being so financially well off during the Christmas shopping period persuaded the girl friend to spend an evening window shopping, thinking this would cut expenses, of course. Everything went Scotch until Art started home and unfortunately ran through a pedestrian zone which at that time was occupied. He had several other ways he could have spent that five dollars.

R. (Red) Catherman, a familiar figure in the Paint Shop Office and the Truck Shop, left the service the latter part of December and will try his luck in Arizona on account of his wife's health.

F. W. Cummins, Truckman, spent the Christmas holidays hither, thither, and yon.

Jack Bickford resumed the responsibilities of the Truck Shop Office this month and is taking the place of B. Cinnamond, who wished a change of work. Cinnamond had completed some five years of good steady work in the Office.

W. Kirby, Truckman, knowing the chicken coops would be well guarded during the holidays, decided to try his luck at rabbit shooting. That boy Kirby points a wicked gun and the bag was soon filled.

Truckman Bill Thun still answers on the injured list. Don't forget that it gets lonesome around the house for these boys who are confined at home and that they would appreciate a visit.

Introducing Carl K. Hornberger, a new man in the Machine Shop.



J. H. McCORNACK

Al Brehm is the busy man nowadays obtaining chauffeurs' licenses for the new year and is also giving license plate service to the boys for their own automobiles.

F. L. Shaffer knows there are more ways to get a dog on a Beverly coach than through the door, or else his eyesight is falling. Two women surprised

him by leaving his car with a large bloodhound.

M. J. Jones, while parked in a loading zone, had his car bumped by a motorist. He went around to see what damage had been done and the motorist either didn't like his looks or else his foot accidentally slipped off the clutch, the bumper hitting Jones about the knees and bruising both legs severely. He is walking around now but is unable to drive as yet.

B. B. Towsley has a cut hand. He accidentally pushed it through the glass of a door.

J. E. Wilson has a new Ford. He wants to get in touch with the proper authorities to see if he can park it in the garage.

Just Mollie and me (George Summers) have our lunch together now.

Joe Jinks was granted a thirty day leave of absence for a trip to San Francisco and a visit to his parents during Christmas.

E. M. Hall was granted a thirty day leave of absence for a business trip north.

The quarterly choice of runs came in time for Christmas and some are about as welcome as the usual necktie. E. H. Ervine was in this class for he received a six day hold-down on Figueroa the next day after the last shake-up.

Superintendent C. B. Lindsey and Garage Department and Superintendent C. O. Morse and the Coach Division hereby wish to extend Holiday Greetings and hope the happy relationship will continue throughout the New Year.

## GARAGE

W. S. Williams of the Central File was a very interesting and interested visitor on the fourteenth. He informed his office when leaving to visit us that he would be gone an hour. After staying two hours he phoned back that he wouldn't be in for some time yet. Each phase of our business as was shown from place to place, seemed to absorb his attention more and more. In leaving he admitted his amazement at the volume of our operations, commending us highly on our thorough manner, even to small details and on the development and handling of an up-to-date garage of this size.

O. B. Cohen reports that his little six year old girl has undergone a successful operation for removing cataracts from both eyes. She is wearing glasses but is very happy to be able to see.

Wally Rhea put out eleven inspections in one night but almost sent one of them out on the road minus a pan and three rods.

Ed Cotterly wondered if he was the sheik he used to be, and tried to put himself over in a big way with the circus fat lady until he found out "she" was a man.

Jack Savage's racing car took seventh place for fifty-seven laps last Sunday before throwing a rod through the crank case. He made just enough laps to win a five dollar bet with Dean Ovard.

George Riggs is paging Joe Stecher to learn new holds in putting on a Ford tire. When he finally got a tire on he had one finger caught in it so had to remove it again.

Scotty Crawford walked three miles and called in for his lunch last Saturday.



Hall Scott motors have to be marvelous now as John Marvel is working on them.

Stearns and Dick in repairing the air compressor let out all the air and then found they needed the air drill. After connecting it they finally realized why it wouldn't work. They next sought the electric drill and after connecting it up realized it was Saturday afternoon and the juice was turned off.

Eddie Serabia pulled a new one at the circus. He would wave at his wife and if she waved back he knew she was looking and would refrain from flirting with the circus girls.

Norman Lane says the outside is too much walking after being in the machine shop a year and Jimmie Dean says he didn't know there was so much work until Lane was transferred.

Now that Buick motors are being put in yellow coaches, Ray Anderson, John Keller, Benny Walters and H. Gilfillan have bought Buicks.

Earl Hansen has broken his last year's New Year resolution. He vowed to find a sweetheart.

Ray Anderson said he had a good time Christmas Eve.

T. Heidke, after saving some money to bring his wife to Los Angeles, had the misfortune of having his pocket picked of \$102 the 24th.

M. McNally and George Oliver are learning how to install rear springs.

Buck Jones received three days leave to go to Nevada to shoot quail. He didn't bring back any quail.

Paul Eldridge gave the girl friend a diamond ring for Christmas. We think it will happen about June.

Floyd Nolf also gave his girl friend the present of presents for Christmas.

James Dyson is the new first class mechanic on the third shift. Jesse Doer, who is helping out in the office for a few days, says he is taking his place.

James Bucahn is also a new man on the third shift. F. Shipley is the new man on the wash rack.

Roy Glassburn now leaves for a tour of the East, working part time. Paul Eldridge takes his place.

Robert Hester, our ship builder, has launched his boat at Long Beach. It will make around ten knots per hour and seems very sea-worthy with the exception of being a little light.

William B. Decker has a ranch near Wineville. Sunday the 14th it was the scene of a real outdoor party and barbeque. The Office personnel, their families and immediate friends were invited. The party started as all parties should—with eats, including Decker's special barbequed pork and all the things that go with it to make a picnic dinner. Next, those that could walk made a tour of inspection of the gardens, plants, fish pond, rabbit hutches, etc. Exercise becoming more comfortable, volley ball was played, horseshoe pitching and archery skill demonstrated. The games and athletics ended with an eight inning tied score baseball game which was stopped by darkness and exhaustion. With the evening came more eats, a bonfire, hot dogs and song. Everyone reluctantly went home voting Bill and his brother and sister the best of hosts.



H. K. CONACHER

#### DIVISION ONE

We have been wondering whether G. A. Smith intends to use the new saxophone he purchased or teach his son to play it.

E. F. Bond, Night Foreman, spent the week-end at Salton Sea duck hunting and returned with four nice birds.

Anyone who has any good excuses a married man could offer to his wife that he might get away to go to the fights, please get in touch with Elmer Nolton.

C. Christophersen is the only aviator we have since A. Heffner resigned.

Wm. Wickwar, of Division Three, dropped in the other evening to pay us a visit and to get one of the boys to tow his car. You can always get service at Division One, Bill.

Introducing the latest addition to our family, Stanley S. Landreth. Glad to have you with us, Stanley.

#### DIVISION TWO

Since the last issue of Two Bells, James Griffith has been forced to undergo an operation on his throat. We are pleased to report that he is getting along very nicely and will soon be back with us again.

Stanley Murray drove to Oceanside on Christmas day, where he had a very enjoyable time with his family.

The Mechanical Department wish to extend their heartfelt sympathy to Enos Angel on the passing of his father.

A. Dorazio made his family very happy by presenting them with a Majestic radio as a Christmas present.

Leo Morriss suffered the loss of a few days work last month, due to an injury to his side.

R. Minasian, formerly of Division Two and now of U.S.C., dropped in to pay us a visit last month and to let us know that he is getting along very nicely with his studies.

L. L. Rasky is now a full-fledged "Radio Bug", having purchased a new Philco radio.

"Doc" Mullins and family enjoyed a two-day visit with his daughter, who lives in Avalon, Catalina Island.

Sam Cohn and a party of friends enjoyed an extra large dinner on Christmas day at Santa Barbara.

Tommy Lambert, who has been seen on his day off cantering along the bride paths says that his riding has greatly improved as he can now ride without gripping leather.

#### DIVISION THREE

After having to push his Overland three or four blocks to a gas station, Jim Scothorne said that he wished that he had his old Ford back again—it would run that far on its reputation.

S. Tucker was off for several days with an injured foot.

John Graham was given a surprise

party by several of his friends on his birthday, December 21st.

E. Davis has resigned to accept employment with the Southern California Edison Company. Good luck, Ed.

P. Bachant is back on the job again after being off on sick leave for two weeks.

#### DIVISION FOUR

J. W. Melvin, Foreman, has returned from a hunting trip up to Terwilliger Valley, where he reports quail to be very plentiful. Just one more year to wait now, Joe.

W. Gillet reports a wonderful trip to Oxnard via the new coast highway.

This Division was very well represented at the Christmas Party and according to what we hear everybody had the time of their lives.

#### DIVISION FIVE

E. B. Kennett has been off for a few days on sick leave.

Wm. Hueske contributed several dollars to the city treasury in Inglewood last week at the request of a speed cop. Watch out for those boulevard stops, Bill.

George Macqualter says that after this when he uses a hammer, he is going to hold it with both hands so that his thumb won't get in the way. Good idea, Mac.

Harry Dixon, First Groupman, is at present off on sick leave.



H. I. SCHAUBERT

Dan Adams felt so good after recovering from his recent illness that he tried to knock over an automobile with his head on Pico Street the other day. The decision went to the automobile, naturally. We are all hopeful of Dan's rapid recovery.

F. Jorgenson has left the Way and Structures Department and returned to the Operating Department.

Sorry and glad to report the illness and recovery of Frank Griffiths, Switch Repairer. Had to say that quick, as Frank was only sick one day.

Cal Simmons spent some time last month, holding sweet communion with his new Bosch radio. Lots of "radio bugs", but Cal must rate a championship of some sort when he crippled his foot in order that he might stay home to listen in.

Harry Snow is now enjoying an old time Engineering Department vacation.

Frank Bache, Painter, reports the loss of a very important piece of wearing apparel containing his money while painting at Division Five. Mike Finn very obligingly loaned Frank enough money for a new pair, so he would not have to go home in a barrel.

Jake Zuber's shootin' eye respects neither flesh or fowl. He knocks over Arizona deer or bulls eyes at a turkey shoot with disgusting ease and accuracy. Jake wanted turkey for Christmas and he got it. Two shots at fifty cents apiece—Two turkeys! Just like that!