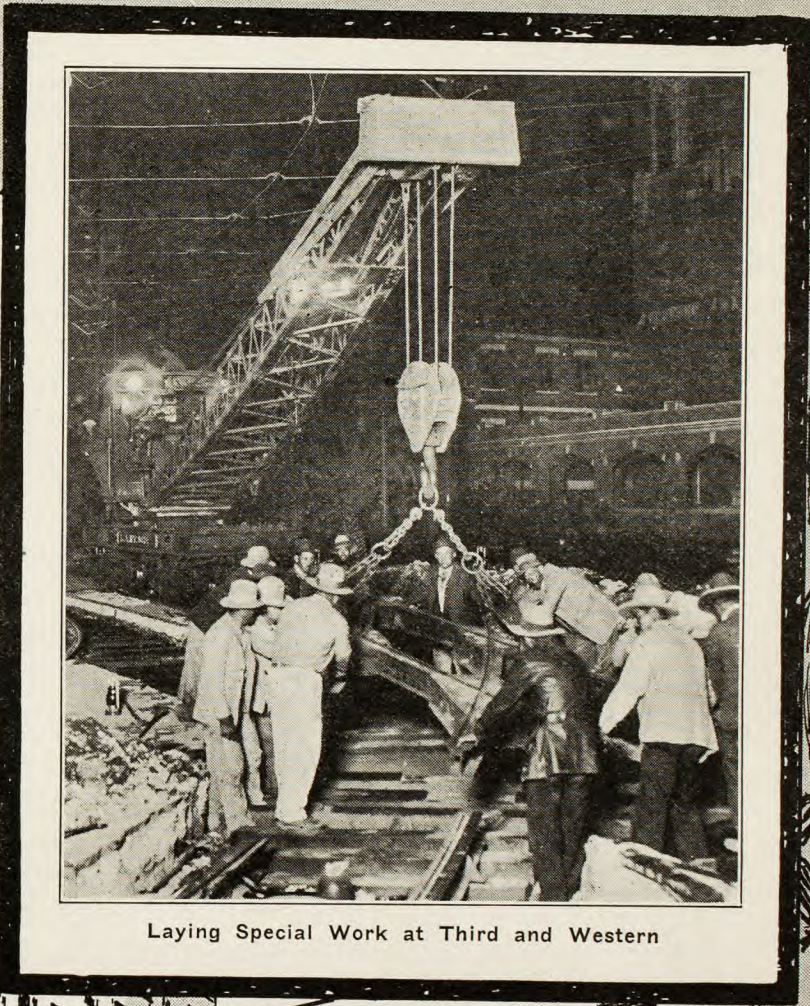
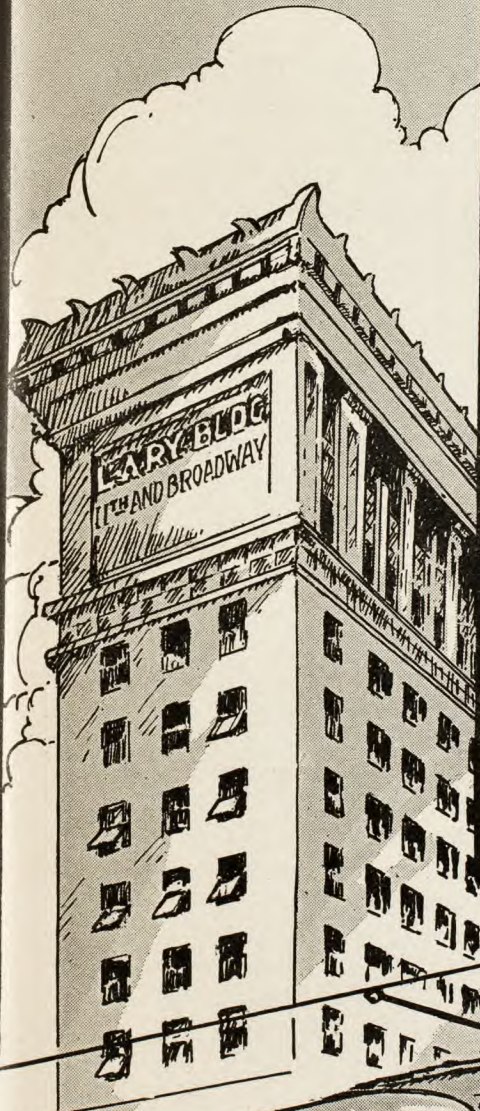
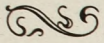


TWO BELLS



Laying Special Work at Third and Western





The Eleventh Hour



This German field gun, now silenced forever, still stands in the northern part of the Belleau Wood just where it was captured by the 5th Marines of the U. S. Army on June 25, 1918.

“CEASE FIRING!”

From one end of the great Allied front to the other, bugles sounded the notes of “Cease Firing” on the eleventh hour of the morning of November 11, 1918, confirming a telephonic message sent at dawn from Rethondes.

There was a stupor of silence; guns that had belched forth their fiery messengers of death for years were stilled and insidious poisonous gases were no more to be feared—the Armistice had brought to an end the bloodiest war known to history.

A new generation is growing up, schooled in the arts of Peace. The world forgets and it is well that it is so. But always at the eleventh hour on the eleventh day of the eleventh month . . . like the mists of dawn—the shadowy legions march. They are the hosts of a glorious memory. For a moment they pass in review and in that moment the nation arouses from its absorption in daily life to raise hands in

salute and to offer a heartfelt tribute to those who gave their all.

Thanksgiving

THE earth is the Lord’s and the fullness thereof, the world and they that dwell therein.”

That was the first prayer of thanksgiving by the Colonists. It was an acknowledgement and prayer rolled into one for their well being.

Today, we thank the Father for the place in which we dwell; for the love that unites us; for the peace accorded us this day; for the hope with which we expect the tomorrow, and for fortune’s generous favors.

While in gratitude we rejoice, we humbly pray that we may be worthy of a continuation of Divine favor.

Platform Philosophy

It’s the way you show up at the show down that counts.

You aren’t tough if you can carry a chip on your shoulder—any blockhead can do it.

A man wrapped up in himself makes a very small package.

You can’t acquire good will—it must be cultivated.

Misery loves company but don’t tell your troubles. Company does not love misery.

If marriage doesn’t take the conceit out of a man, it’s chronic.

Two Bells

A Herald of good Cheer and Cooperation.

Vol. XI.

November, 1930

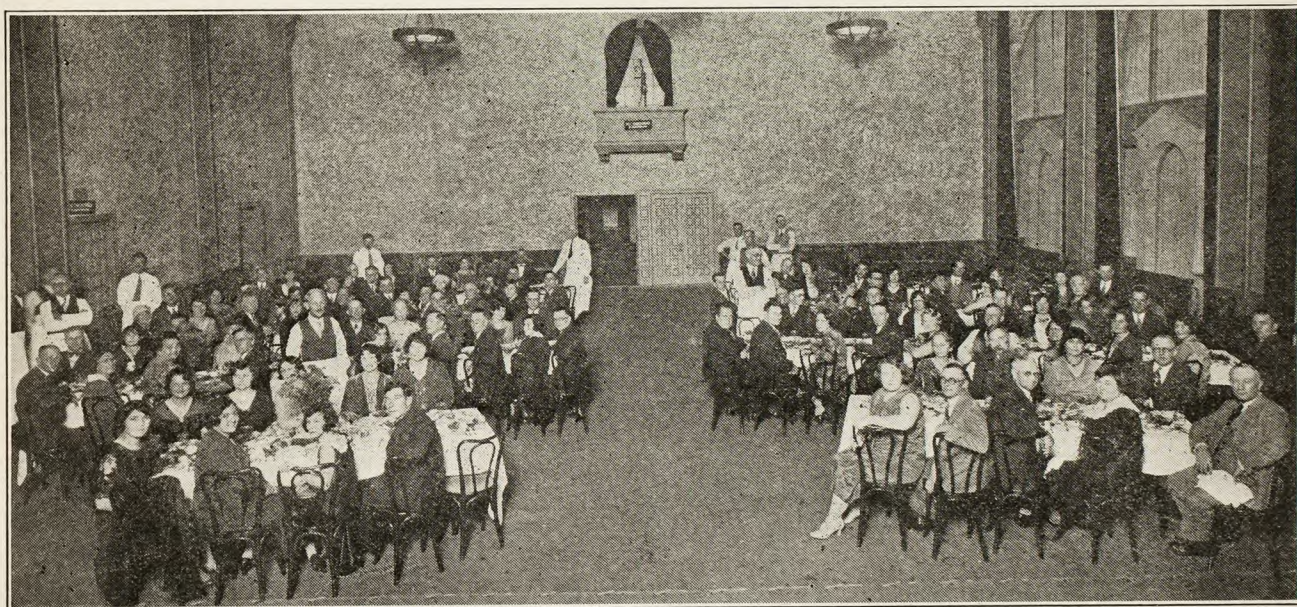
No. 11

Published Monthly by and for Employees of the Los Angeles Railway

JANET C. MCNEILL
W. T. SHELFORD

Publicity Manager
Editor

Winners of Second Safety and Courtesy Contest Feted by Management at Banquet



The second Safety and Courtesy dinner of the year held on October 15th in the ballroom of the West Gate Masonic Temple is now an event of the past but nevertheless it may be truly said that it was an impressive and highly entertaining affair and one that will be long remembered by those who successfully accomplished records that justly entitled them to be guests of the company.

Once again approximately one hundred and fifty people, trainmen, their wives and sweethearts were seated at flower bedecked tables while superintendents, foremen and other department heads served a full course dinner that was prepared by Harry T. Tuttle, Manager of the Car Barn Cafe.

While the dinner was at its full height a very pleasant surprise was staged by the U. S. C. band, consisting of some thirty members, who

marched in the ballroom playing one of their famous marches. Several selections were played by them during the evening, and other artists of considerable ability made up the entertainment of the evening.

Operating Superintendent E. R. Dye introduced the speakers. Unfortunately, on account of the illness of Mrs. Crowe, R. O. Crowe, Vice President, was unable to attend. C. A. McRoberts, General Claim Agent gave a short talk on the splendid achievement of the trainmen in reducing accidents.

In complimenting the men, Mr. McRoberts explained that reduction in accidents means a reduction in claims, and by every trainman "putting his shoulder to the wheel" such reductions can be accomplished.

R. B. Hill, Manager of Transportation, informed the gathering that he

was extremely pleased with the record made by the trainmen and felt that the work they have done is an example of what can be done for the rest of the year. Mr. Hill stated that the reduction in accidents has been most gratifying although it had not reached the figure he had hoped for. He is confident, he stated, that a 30% reduction will be reached.

The present contest, which commenced on October 1st, will undoubtedly be one of the hardest to accomplish, in view of the additional hazards incident to the holiday season. It will be watched with a great deal of interest, not only from the standpoint of percentage in accident reduction, but whether or not any of the winning groups of the previous contests are successful in gaining top honors for a second time.

R. A. Pierson in Charge of Personnel

R. A. Pierson, formerly Executive Superintendent of the Transportation Department, has been placed in charge of the Personnel Department of the Railway. In this capacity Mr. Pierson will have complete charge of all matters pertaining to the personnel of the entire company.

"Bob" as he is affectionately known by the old timers, commenced with the Company on April 8, 1903 as Motorman at Division One. On November 18, 1905, he was appointed Extra Dispatcher, and Regular Dispatcher on December 3rd of the same year. He was appointed Instructor on January 1, 1914; Assistant Chief Instructor on January 1, 1919 and Chief Instructor on February 1, 1921.

He was appointed Superintendent of the Merit System on May 1, 1924, and on September 14, 1928 his title was enlarged to Superintendent of Discipline and Merit System.

He gained further promotion when he was appointed Executive Superintendent of the Transportation De-



R. A. Pierson

partment on January 9th of this year.

His wide range of experience during his many years with the Company together with his radiant personality has pointed him out to be the man for the new and important position he has been chosen to fill. In his new capacity he will come under the executive offices with R. O. Crowe, Vice-President, as his chief.

BULLETIN NO. 179 NOTICE TO TRAINMEN

Effective Saturday, November 1, 1930, Mr. R. A. Pierson will take charge of the Personnel Department, vice H. A. Waddington, resigned.

The Management assures you that the Medical Division of the Personnel Department, under Mr. Pierson's management, will be carried on in a manner that will be gratifying and satisfying to all employees.

R. B. Hill

Manager of Transportation.

Now Special Representative

Mr. R. H. Hilf, formerly of the Claim Department, has been appointed Special Representative to R. B. Hill, Manager of Transportation. The appointment became effective November 1st.

Storm Drain And Sewer Construction Disrupts Service

While it is true that trainmen on lines affected by storm drain and sewer construction work are familiar with conditions on their own lines, there are many trainmen on other lines who are affected by the demoralized schedules on lines that do traverse the construction work. It is considered essential that every trainman familiarize himself with the facts so that he may in turn inform his patrons of conditions which are causing delays in our service and greatly inconveniencing the traveling public. The small pamphlet—"Why You Are Delayed"—explains the entire situation.

Every street running west from the city, from 7th Street to Washington Boulevard and a number of streets beyond, have been in a torn up condition beginning August 26th, last. Eighth Street has been closed for some time. Automobiles that formerly used 8th and 10th Streets are now diverted to streets where there are car lines and are causing especially heavy congestion on 7th, 9th, Pico, Venice Boulevard and Washington Streets. These streets have been torn up by the construction of main line sewers and laterals, compelling us to single track our service on all but Venice.

Automobile traffic on the streets where there are car lines is compelled

to use the tracks because of ditches, piles of dirt and material at the sides of the streets. Delays to service of from 10 to 30 minutes are caused by loading of dirt trucks on the tracks.

The congestion on the west end of our lines reflects all over the system. People waiting in other sections of the city for street cars do not realize that it is because of conditions on the west side of town that car schedules can not be kept.

The lines that have been, and at the present time are, seriously affected by this extensive construction work and the grading work on and the closing of Eighth Street are Lines "A", "D", "H", "J", "L", "M", "N", "P", "R", "S", "U", "V", "W", and the Figueroa and Seventh Street coach lines.

Construction work locations and lines affected are:

Line "A"

Venice Boulevard from Figueroa west.

Line "J"

West Jefferson Street between University Avenue and Hoover.

Line "L"

Trenton, Georgia, 11th and 12th Streets.

Line "N"

Ninth Street west of Figueroa be-

tween Francisco and Garland, city work on 8th Street between Vermont and Western and between Kenmore and Mariposa.

Line "P"

Pico between Flower and Georgia, also 12th, Trenton, Georgia, and 11th Streets were torn up affecting all cars to and from the car house at 12th and Georgia.

Line "U"

McClintock Street from 32nd to 36th, Hoover from 28th to 32nd and Washington between Lovelace and Cherry.

Line "V"

Vermont between Jefferson and 29th.

Line "W"

Washington Street between Lovelace and Cherry.

Lines "S", "H" and "R"

The closing of 8th Street and the heavy congestion on other streets west has caused blockades and delays to the West 7th Street service, including coaches from 8th Street that are now using 7th Street.

Figueroa Coach Line

Main sewer work on Figueroa from 23rd Street to Jefferson has necessitated diversion of coaches on Figueroa Street to Grand Avenue.

Passing of a Pioneer

Strain from anxiety for the welfare of his wife who had been badly injured in an automobile accident and shock from the news of the death of a cousin, La Verne J. Hathaway, Foreman of the Machine Shop at South Park, passed away suddenly of heart failure at the bedside of his wife on October 18th.



The tragic affair came as a severe blow to the numerous fellow workers and friends of Hathaway. He started to work as usual on the morning of October 18th, but returned home saying that he did not feel well. He was only home a short while when the end came.

Hathaway was one of the oldest men in the employ of the Engineering Department. He was employed as a machinist's apprentice by the Los Angeles and Pasadena Electric Railway in November, 1898; this road was merged with the Los Angeles Railway the same year. In June, 1902, he transferred to the Pacific Electric Railway as a machinist and the same year was transferred back to the Los Angeles Railway. In April, 1905, he was made Foreman of the Machine Shop.

He was a member of East Gate Masonic Lodge, Scottish Rite Bodies of Los Angeles, Al Maliakah Shrine and Past Patron of Esperanza Chapter, Order of the Eastern Star. He was born in Washtenaw County, Michigan, on April 18, 1877, and is survived by his widow, Mrs. Rose Hathaway; a daughter, Mrs. Cordelia Ellis, and a brother, De Witt Hathaway of Ann Arbor, Mich. The funeral was held in Grace Chapel, Inglewood Cemetery. H. E. Jordan, J. R. Brittain, J. Gordon, J. Spearing, Walter C. Brown and Harry Diebert acted as pallbearers, while hundreds of friends thronged the chapel.

Mrs. Hathaway was severely injured a few weeks ago in an automobile accident near Indio while on her way to Arizona to visit her brother. She suffered a broken left foot, broken teeth and facial injuries that will necessitate her being bedridden for some time. She is bearing up bravely under the terrific shock of the death of her husband and Two Bells joins with her many friends in extending sincere sympathy in her hour of bereavement and also in expressing the wish that she will soon be on the way to complete recovery from her injuries.

TWO BELLS

Meter Maintenance Car



Interior of Meter Maintenance car showing meter maintenance men, Walter E. Jones and V. R. Bell.

The Company has recently installed approximately 975 Economy meters on our passenger cars in an effort to effect economy in power consumption. The meters measure the power consumed to propel a car, and from them a motorman may determine the amount of power that he is using per car mile, and by comparing his consumption with the line average he can tell whether or not he is operating efficiently. In this manner he is stimulated to try to do better and, therefore, improve his operating efficiency, thus effecting a conservation of power.

Since these meters are an operating mechanism they will, of course, require inspection, servicing and maintenance. They are removed, taken apart and thoroughly cleaned at least once every nine months, in order to insure accuracy of operation.

A maintenance shop has been built in one of our Birney cars, which is transferred to a division and placed in a suitable space while the meters of that division are being inspected, cleaned and tested. When the work has been completed, the car is transferred to another division, and so it goes in a continuous cycle.

Walter E. Jones is the meter maintenance man in charge of the car, under the supervision of William T. Brown, General Foreman of Car Houses.

Both Walter E. Jones and V. R. Bell, of the Division Two Car House, Mechanical Department, are familiar with the method of inspecting, cleaning, repairing, and testing the meters.

The interior of the maintenance car is arranged with a long bench on one side, with a section for assembling the meters, a linoleum lined

sink with a down draft suction for cleaning the meters, a section of bench for assembling, and a section for testing, including a suitable board arranged with test meters. Every meter that comes into the car is tested before it is again installed.

On the other side of the car is arranged a sink, clothes locker and suitable cabinets for containing the meter parts that are to be or have been repaired.

Four Leads in Witnesses Five Takes Jump

For the month of October, Division Four dropped just a little below the seven point in securing witnesses to accidents, the first time in three months.

Division Three landed in second position with 5.94 and Division Five went over the five point with 5.51, its highest figure since July of this year. Division One, while still in cellar position, finished up with 4.45 for October, which is quite a jump from 3.65 for September.

The following is the relative standing of Divisions and witness averages for the months of September and October:

| September | | October | |
|-----------|------|---------|------|
| Div. 4 | 7.07 | Div. 4 | 6.97 |
| Div. 3 | 5.80 | Div. 3 | 5.94 |
| Div. 2 | 4.78 | Div. 5 | 5.51 |
| Div. 5 | 4.71 | Div. 2 | 4.75 |
| Div. 1 | 3.65 | Div. 1 | 4.45 |

There were 1,372 accidents during October, an increase of 80 over September. The average number of witnesses per accident for the entire system reached 5.50.

Square and Compass Doings

On Saturday, November 15th, the Square and Compass Club in conjunction with Bethel No. 36 are staging an extensive bill of vaudeville for members of the Club and their families, in the Masonic Temple, Pico and Figueroa Streets. A silver collection will be taken up and the proceeds will be given over to the Masonic Home at Covina, to help bring Christmas cheer to the unfortunate children of that institution. Refreshments will be served in the banquet room, following the entertainment.

CONFER DEGREE

The Third Degree Team and members of the Club were guests of Glassell Park Lodge and were cordially invited to confer the degree of Master Mason on J. W. Gilreath, Motorman Division Three, on the evening of Tuesday, October 28th. There were a number of members present to witness the ceremony.

Wear Your Legion Cap Armistice Day

Trainmen who were ex-service men during the World War will be permitted to wear their Army or American Legion cap while on duty Armistice Day. Several hundred trainmen are expected to take advantage of this opportunity.

This permission is granted by bulletin.

There's Dirt in This

It might be an old Spanish custom to walk over your chairs at home or hang your feet on the chandelier but on the street car, the seats are reserved for patrons to sit upon. If you find it necessary to stand on a seat, be sure to protect the seat from the dirt of your feet, and eliminate the complaints of passengers who may soil their clothing. There is a friendly tip in Bulletin No. 173 about this.

✓ and ✓ ✓ Brings Big ✓

His name isn't Amos, nor is it Andy, in fact it's Joe—and in full, Joseph E. Steenrod, but he can impersonate Amos and Andy so well that the R. K. O. Orpheum Theatre presented him with a fifty-dollar check for the second best impersonation before hundreds of contestants.



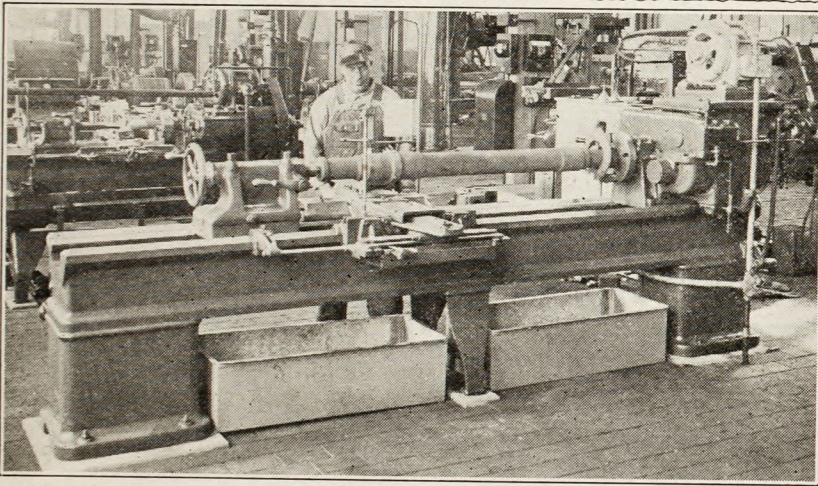
In the basement of the theatre a contest has been held in the recording room. Contestants by choice of script imitated Amos and Andy for one minute and fifteen seconds before a microphone. The voices were recorded on records and judges were selected.

On Saturday, October 25th, Steenrod was notified that he had won second prize. He was the guest of the theatre on that evening and was presented with the check by Judge Carlos S. Hardy on the stage.

Steenrod is a Clerk in the Mechanical Department at South Park Shops. He is also an Administrator of the Provident Fund. He was born in Clarington, Ohio, and had considerable banking experience in Missouri, which possibly accounts for his contact with the colored race.

And so, "check and double check" resulted in a nice little check for Joseph E. Steenrod, and how!

~ New Lathe At Machine Shop ~



The accompanying photograph shows J. E. Ellis, Machinist, of South Park Shops, at the controls of the new geared head ten horsepower lathe recently installed in the Machine Shop.

A. A. Rooke, Flagman Called Beyond

Alfred A. Rooke, Flagman of the Transportation Department, passed away at the Methodist Hospital on October 13th, last, after an illness which necessitated his relinquishing active duty last June.

Rooke, an old timer in platform service, commenced with the Company on October 31, 1901, as a Motorman at Division One, and was appointed Flagman on June 15, 1922. He was born in England on October 1, 1864. Rooke is survived by his wife to whom the sympathy of his many friends is extended.

Owens in Arizona

With the hope that the fight for his health will be won in the rarified air of the desert, J. G. Owens, Superintendent of Division Five, will now be found on the ranch of his friend, Cy Swyers at Patagonia, Arizona. Patagonia is about twenty-six miles from Nogales.

McCune Now Machine Shop Head

Martin E. McCune has been appointed Acting Foreman of the Machine Shop, succeeding L. J. Hathaway, deceased.

Sherman C. Kriewald will act as Foreman when Mr. McCune is absent.

Mrs. Bailey Recuperating

Among the victims of the explosion of the Garmet Capitol Building on October 17th, is Mrs. Luella Bailey, wife of Jack Bailey, Upholsterer and Two Bells Scribe of South Park Shops. She is at present recuperating from second and third degree burns and shock at the Cedars of Lebanon Hospital.

Mrs. Bailey was on the eleventh floor of the building at the time of the explosion and attempted to make her escape down the stairways but was trapped by flames from the elevator shaft that blocked her path after she had gone only a few floors. She was rescued while in a semi-conscious condition by firemen. It will probably be several weeks before she will be able to leave the hospital.

We join with the many friends of Jack Bailey in wishing Mrs. Bailey a complete recovery and hope that she will suffer no ill after effects of the catastrophe.

Our D. S. C. Man

One man who will conscientiously celebrate Armistice Day is Motorman J. P. Miller of Division Two, formerly Sergeant of a machine gun company, 7th Infantry, 3rd Division, and who is one of the chosen few to grace the Distinguished Service Cross of the U. S. A. He is a very modest chap so we will quote what General Order No. 98, War Department, Adjutant General's Office at Washington, has to say in awarding the coveted cross:



"After making a reconnaissance of the enemy positions with two other soldiers and finding the enemy forming for a counterattack. Sergeant Miller, upon his own initiative, extended his positions and filled a gap of 400 meters in the line, his platoon commander having been wounded, and successfully repelled the hostile counterattack. Following up the enemy's withdrawal, he placed his guns in an advanced position in a railroad cut and remained there for four days without communication with the rear except at night. During this period, he repelled three enemy counterattacks and half his command became casualties, his courage under these trying conditions being an inspiration to his men."

All of this took place near Cunel, France, in September and October of 1918. Cunel is in the Argonne region where the American troops made a name for themselves. Sergeant Miller's company was stationed near the Marne River where they were guarding bridges with machine guns. During the operations his lieutenant was killed and Miller directed his men successfully in repulsing enemy counterattacks.

Sergeant Miller enlisted at Hamilton, Ohio, on April 6, 1917, and served until April 6, 1919. During his length of service he was slightly gassed and also received a small shrapnel wound in his right leg.

Prior to his World War experiences, Miller had previous military training in the Louisiana National Guard and the Alabama National Guard. At the close of the war he was sent to Langres, France, to the Officers Training School where he studied for a commission until December 15, 1918, when he rejoined his Division on their return home.

Motorman Miller was employed by

the Company on November 15, 1923, and remained until March, 1929. However, the old job looked pretty good to him and he went back to Division Two on January 17th of this year. His service with the Company also entitles him to honorable mention.

Complaints Gain Bouquets Up

Discourtesy showed slight signs of improvement during October in dropping 3 points below its September figure—35 complaints to 32. Fare and Transfer Trouble dropped from 54 in September to 50 in October; Passing Up Passengers from 16 to 15 and Miscellaneous from 39 to 32.

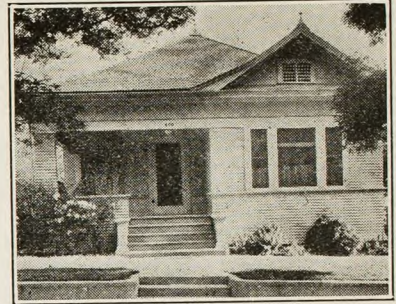
Other classifications, however, offset the gains bringing the total number of complaints for the month of October to 210, as against 193 for September—an increase of 17. Starting Too Soon increased from 18 in September to 19 in October; Carrying Passengers Past Stops from 8 to 15; Dangerous Operation from 0 to 1; Short Change from 2 to 10 and Service from 21 to 36.

Big Gain in Commendations

A big gain is noticeable in commendations during October which figure reached 48. In September there were only 27 received. This shows an increase of 21.

At Division Five, 18 men were commended; Division Two, 14; Division One, 12, and Divisions Three and Five with 9 each.

For Sale



The above picture shows the former home of Mrs. Mabel K. Roberts, who was Secretary for many years to our President.

Mrs. Roberts died about one year ago and the executor of her estate will give the employes of the Los Angeles Railway the first opportunity to buy this property to make a home of it if anyone wishes to do so.

It consists of five rooms and a bath. The house is not new, but in splendid condition and is furnished. The yard has been kept up in good shape and has fruit trees and flowers. It is located at 472 East Avenue 28 within two blocks of the "A" Line, Montecito Drive branch. The lot is 50x120. There is no garage, but a driveway also a shed which could be converted into a garage.

The property will be sold on very liberal terms to an employee of the company for a home. Address all inquiries to 601 Los Angeles Railway Building.

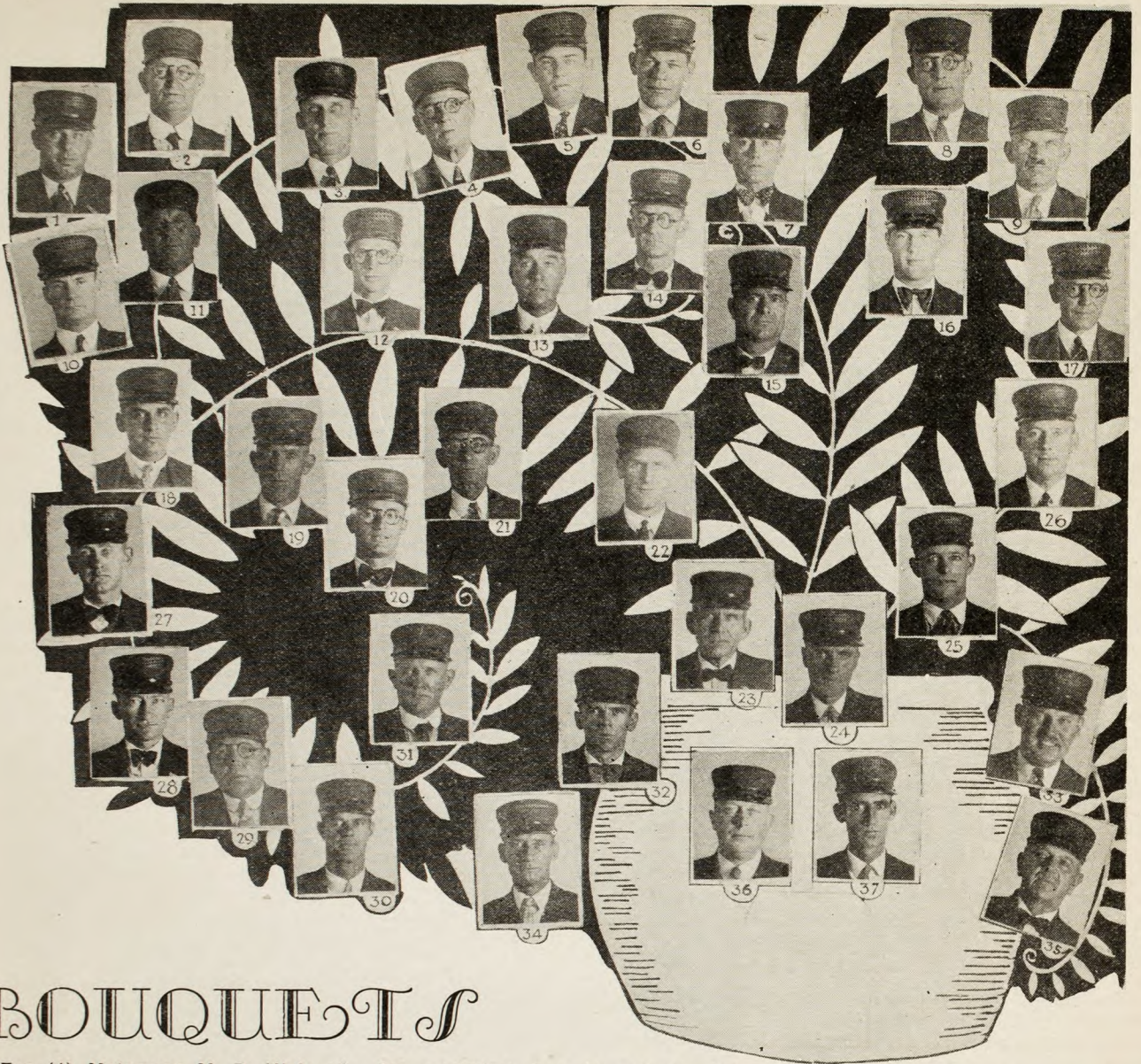


There is a great deal of activity on Grand Avenue between Jefferson Street and Santa Barbara Avenue where the Engineering Department is installing new 116-pound girder rails with modern equipment consisting of tile drain, six-inch solid concrete base and two-inch asphalt top paving.

This track job calls for special work at Jefferson Street, a four-unit crossing of the Pacific Electric Railway's tracks at 35th Street and a new set

of curves at Santa Barbara Avenue. The present private right-of-way extending from Jefferson to Santa Barbara will be abandoned on completion of this work.

The photograph shows men at work cutting the pavement down the center of the street. The job will require 7,000 single feet of track and the estimated cost of this improvement will be approximately \$80,000.



BOUQUETS

For (1) Motorman M. R. Klein of Division One from Mrs. C. W. Gregory for quick action and thought in averting an accident at 25th and Santa Fe.

For (2) Motorman J. H. Schrader of Division One from Miss E. Renegarbe for pleasant and tactful manner which adds enjoyment to her trip to and from town.

For (3) Conductor F. H. Rhodes of Division One from C. E. Johnson for an act of kindness to an old, crippled man.

For (4) Conductor H. N. Cole of Division One from May B. Van Atta for unflinching courtesy in assisting people to their destinations, without neglecting other duties.

For (5) Motorman L. D. Lofton of Division Two from Mrs. Ella Firestone for courteous manner in assisting a man to recover his hat.

For (6) Conductor A. R. Sattler of Division Two from Mrs. F. L. Feljabe

for assisting her to recover her pocketbook which had fallen to the ground when she boarded car.

For (7) Conductor P. H. Chapman of Division Two from Ida Neill Beazley for courtesy, which was much appreciated.

For (8) Conductor B. Still of Division Two from Annye E. Christie for courtesy to passengers under trying circumstances.

For (9) Conductor C. W. Eiserman of Division Two from Mrs. M. A. Stearns for assisting herself and another woman to find their proper destination after they had boarded the wrong car.

For (10) Motorman E. J. Roche of Division Two from Mrs. Edyth R. Lee for courtesy under trying circumstances. Motorman Roche is also commended by Alan P. Chesney for his unusual personality and business-like manner.

For (11) Motorman A. Brumet of

Division Two from Maude Brainard for smooth operation of cars. Also for service in directing passengers when necessary.

For (12) Conductor T. D. Hall of Division Three from L. C. Denny for pleasant, courteous and helpful treatment at all times.

For (13) Motorman H. Fowler of Division Three from Mrs. M. W. Stinson for thoughtfulness and kindness.

For (14) Conductor K. F. Wright of Division Three from Mrs. Helen M. Curren for kindness in caring for her little daughter when he found her on the street car.

For (15) Conductor I. Gasparro of Division Three from Mrs. Cora Blank for courtesy to everyone.

For (16) Conductor S. R. Leckey of Division Three from Mrs. Clara D. Blinn who writes: "I have never observed this man's equal in calling streets, and the courtesy he extends

to old and young is especially noticeable."

For (17) Conductor E. C. Molster of Division Three from Huram A. Barton for courtesy in re-directing two elderly women who had gotten on his car by mistake.

For (no picture) J. C. Phillips of Division Three for courtesy and efficiency.

For (18) Conductor S. S. Wollam of Division Three from Mrs. Xenia B. Kenney for helpful, courteous treatment.

For (19) Conductor R. L. Carpenter of Division Three from H. Gould for courtesy in directing him to his destination.

For (20) Conductor X. U. England of Division Four from J. A. Ott for unflinching courtesy.

For (21) Conductor J. G. Newell of Division Four from Luella J. Moody for honesty and for the courteous treatment accorded his passengers. Conductor Newell is also commended by Marie Young, Department of Police, who writes: "Permit me to congratulate you upon having such a trustworthy man in your employ. He was very courteous in assisting me when I found I had boarded car without funds."

For (22) Conductor E. V. Muckey of Division Four from Nurse Miriam Jean Rollins for courtesy.

For (23) Motorman G. W. Holton of Division Four from Ina Cutright for efficiency and courtesy in assisting her on and off cars.

For (24) Conductor W. D. Hanley of Division Four from Mrs. H. E. Seymore for courtesy in assisting her with baggage and canes when she boarded car.

For (25) Conductor W. D. Grimes of Division Four from Mrs. Margaret W. Muller for courtesy and helpfulness.

For (26) Conductor J. C. McQuoid of Division Four from Mrs. H. W. Matthews for courteous replies to all inquiries.

For (27) Conductor R. J. Platner of Division Five from Miss Edith Perry for advancing her fare and the courteous manner in which it was done.

For (28) Conductor R. H. Manning of Division Five from James Rufus Choate, who writes: "It is always a pleasure to meet with employes of the caliber to Mr. Manning." Conductor Manning is also commended by Joseph B. Comstock for advancing his fare.

For (29) Conductor J. H. Field of Division Five from Ben Engstrom for courtesy and kindness and for his interest in the company's business.

For (30) Conductor E. J. Marceau of Division Five from Bert Goff for kindness and courtesy.

For (31) Conductor L. S. Lawler of Division Five from J. C. Zimmer, who writes: "I appreciate his courtesy in offering me a stool to sit on as I am 85 years of age and quite shaky on my legs."

For (32) Conductor J. M. Bean of Division Five from Florence L. McGuire for unusual courtesy and kindness.

For (33) W. J. Beerman of Division Five from William G. Randall for service cheerfully rendered when occasion requires a little beyond the line of absolute duty, that makes the Company and its trainmen liked by the public.

For (34) Conductor R. P. Messersmith of Division Five from Mrs. G. Van Ness for assisting a woman with baby and for universal courtesy.

For (35) Motorman L. E. Wall of Division Four, (36) Conductor S. T. Cooper of Division Four, and (37) Conductor O. N. Haggard of Division One from Nurse Miriam Jean Rollins for kindness and courtesy to passengers.

Mechanics Hold Diamond Ball Honors

The diamond ball game played between the Auditing and Transportation Departments, at Brookside Park on Sunday, October 12th, turned out to be a terrific onslaught by the Auditors with a result that the bewildered Schedule Builders found themselves with only 6 runs against the Auditors 39 runs. As a picnic, it was a successful game.

The first game played at Vernon Yard, Sunday, October 19th, was fought between the Engineering and Mechanical Departments. This was a real game, with the score 8 runs to 9 in the first half of the eighth inning in favor of the Mechanics. However, in the ninth the Mechanics scored 7 runs and the Engineers 2, making the total score 17 to 10 in favor of the Mechanics.

On Sunday, October 26th, the Mechanics met and defeated the Auditors 18 runs to 5 in a seven-inning contest. The Auditors started off strong with a 3 run lead, but weakened toward the finish, allowing the Mechanics to pile up 10 runs in the last half of the inning.

The formidable Mechanics also scored 18 runs to 5 runs against the Transportation Department Sunday, November 2nd, at Vernon Yard, in a nine-inning tilt. Although the Transportation gang scored fifteen hits, they were unable to make the circuit more than five times.

Three home runs were scored by the Mechanics, one by Lock, one by Zuber, and one by Gravino.

Meter Medleys

By JOHN COLLINS

Superintendent of Meter and Mileage Department

On Line "D" which is one of our heaviest lines operating over rather narrow streets with a few automobiles and traffic signals to contend with, it is interesting to note in each report of power saving how consistent the men hold to their vantage positions, Mills holding first place and my old friend Kimble sticking to the third position. In August, Montgomery was well down in the red but he is gradually working his way to the top.

Hastings held second position in August, McGary was also in the black. During the first part of September, however, Knoff replaced McGary and Gasio bumped Hastings. Both of these men fell hard enough to rebound above the average again. McGary not falling far did not rebound so far, but is well in the black. Hastings fell hard enough to rebound back into second position once more, knocking Gasio out of that place into the opening with Hastings left in the red.

Axtel, McKinney and Kroening seem to be playing tag with each others position but all kept well above the average.

Tess who is just under the line is in a good position to change places almost any time with some man on the other side of it.

There is no reason why the men who are in the red should feel that those in the black have a monopoly on that position. Go get em!

General observation over the system shows that quite a number of the motormen are feeding the controller too fast; four and five seconds is too fast, seven is about right. So, don't crowd it too much. Let your car gain a little speed on each notch, or feel the notch as you feed up. Good operation will produce a good record.

If you find you are ahead of time, don't kill it in too short a distance, spread it out by taking a high even line speed. When your leader is in the terminal waiting for his time, why not coast one or two thousand feet? It is safer, easier and no time is lost.

Be a cool man with a cool car and keep your record in black. If you get excited and lose your head, your car gets hot and your record is red.

Do You Know It?

Maybe your nose knows, but if not the Los Angeles Union Stock Yards, Los Angeles Junction Railway Live Stock and Packing House district is reached by the Leonis Branch of the "V" Line.

Legion News

Woodrow Wilson Unit No. 317, Women's Auxiliary was inaugurated on October 21st, by officers of Sunrise Post No. 357, Women's Auxiliary. The ceremony took place at 7th and Fresno before a gathering of approximately five hundred people. Sunrise Post Women's Auxiliary also installed its officers on the same evening. Mrs. Gilmore, wife of Supervisor E. G. Gilmore was elected Secretary and Treasurer, and Mrs. Ker, wife of Motorman George Ker of Division One, was elected Sergeant at Arms.

Highland Park Women's Drill Team put on their work and members of the Canadian Legion were there to participate in the events.

Gains in Membership

The membership roll of Woodrow Wilson Post has been augmented with the names of J. A. Madigan, Foreman, H. N. Nelson, Clerk, Motorman J. P. Miller, and Conductor W. V. McCafferty, all of Division Two.

Appointed to Responsible Position

Supervisor E. G. Gilmore of Woodrow Wilson Post has been drafted by the State Department as a member of the Educational and Ritualistic Committee for the State of California. This appointment became effective on October 1st for the years 1930 and 1931.

Lary Laffs

First Prisoner (reading): "The Constitution of the United States was framed on September 17th . . ."

Second Prisoner: "The dirty stool pigeons."

"Give a sentence with the word 'judicious'."

"Vell, ham is not one of the judicious."

First Cannibal: "The chief has hay fever."

Second Cannibal: "Serves him right. I told him not to eat that grass widow."

It must have been something of a blow to the father of six lovely daughters who, while reading a telegram from home announcing the birth of a seventh lovely daughter, looked up and saw the sign: "If You Want a Boy, Call Western Union."

Louise: "My date did a rather small thing last night I think."

Ethel: "What was that?"

Louise: "Took me out to a miniature golf course in an Austin car."

The old-fashioned girl who used to be on the "square" has been superseded by girls who are on the "bias"—you know—"Buy us this"—"Buy us that."

Appreciations

Gratefully acknowledging and thanking for the bowers and your kind expression of sympathy.

Mrs. Annie Rooke.

* * *

The family of R. H. Stapp acknowledges with grateful appreciation your kind expression of sympathy.

* * *

We thank you for the many kindnesses extended to us in our recent bereavement. Our hearts overflow with gratitude when we think of the solicitous concern that you have shown for us by phone calls, personal calls, letters and also for the beautiful floral piece.

Gratefully yours,

Mrs. La Verne J. Hathaway

Mrs. J. Earl Ellis.

* * *

I wish to thank Superintendent George E. Ferguson; the boys of Division Three, and especially Conductor O. G. McDermith, also your field representative Robert S. Bliss for the many kindnesses shown me and my family during the long illness and death of my husband, Thomas J. O'Connor. I deeply appreciate their kind attentions. I also wish to thank the Company for the beautiful floral offering.

Mrs. Frances B. O'Connor.

The "Minute of Memory"

The impressive ceremony of sounding "taps" at the principal intersections of the city on Armistice Day will again be sponsored this year by the Elks Lodge, No. 99, with the cooperation of military, civic, railway and business organizations.

As formerly, all traffic, both vehicular and pedestrian at 11 o'clock in the morning, will be suspended one minute until the last note of the bugles has been sounded. The Los Angeles Railway is cooperating again this year to supply some of the buglers for the downtown intersections.

Division Assignments

The following men have qualified and were sent to their respective divisions during the month of October, 1930:

To Division Two: Motormen Marion E. Pennington, C. A. Richardson.

To Division Three: Motormen Lot Vickers, Frank Edward Downer, John Hughes, Eugene M. Lafferty, H. G. Morgenthal, Norman Victor Hayes, Thomas O. Camack, Frank Wesley Nation, S. O. Huddleston, James E. Watkins, Denny Markland. Conductors John Demaree, Henry R. Richards, Clyde T. Gartrell, Harry Le Roy Lingo, Ted Beecher Harris.

To Division Five: Motorman Harold E. Hutchison.

A Scotchman in planning his new home left the roof off one room.

A friend asked the reason for this.

"Oh, that's the shower," replied the Scotchman.

Mrs. Mosquito: Where is your daughter?

Mrs. Housefly: She just went to the front door for screen test.

He: "What is this thing called Love?"

She: "The tenth word in a telegram."

"Down where I live," said the Texan, "we grew a pumpkin so big that when we cut it my wife used one-half of it as a cradle."

"Why," smiled the man from Chicago, "that's nothing. A few days ago, right here, two full-grown policemen were found asleep on a beat."

"How many fish did you catch last Saturday?" asked the complacent wife.

"Six, my dear—all beauties."

"That fish dealer has made a mistake again. He charged us for eight."

"Waffo' you sharpenin' 'at razuh?"

"Woman, they's a paih o' gemmun's shoes under yo' bed. If they ain't no nigguh in them shoes—Ah'm gonna shave!"

Farmer Giles from the country went into a booth at Ocean City to phone on his visit to town, but couldn't get his number.

In fact, he couldn't find the phone, but he says he really couldn't get angry about it, because when he came out they handed him a strip of photographs of himself.

Ad in El Paso (Texas) paper: We were fortunate in securing 500 more pairs of these wonderful stockings. Regular \$1 value. We do not guarantee them to last all day.

Professor: "Can you give me an example of a commercial appliance used in ancient times?"

Student: "Yes, sir, the loose leaf system used in the Garden of Eden."

Li'l Gee Gee is all mixed up about the situation in India. She thinks the revolt is being led by Amos 'n' Gandhi.

Genesis—Whut did yo' wife say when yo' got in at two las' night?

Exodus—She neber said a word. Ah wuz goin' to have dem two front teeth pulled out anyhow.

And now, it seems that a fellow can't even kiss his best girl without a theme song.

Big Track Job on Third Street

Installation of special work and double track turnout by the Engineering Department at Third and Western on October 23rd, marked the commencement of track work on Third Street from Western to Gramercy Place right-of-way. The rails of the present "S" Line on Third Street will be connected with those of the "R" line at Third and Gramercy, a distance of 2,600 track feet.

This track job calls for standard equipment of 116-pound girder rail with crushed rock ballast, tile drain, six inch concrete paving and two inch top paving, at an estimated cost of \$45,000.

The photograph on the cover was taken in the early morning hours of October 23, when the curves were cut and shows the 132-pound turnout diamond being placed in position.

Placed on Special Roll

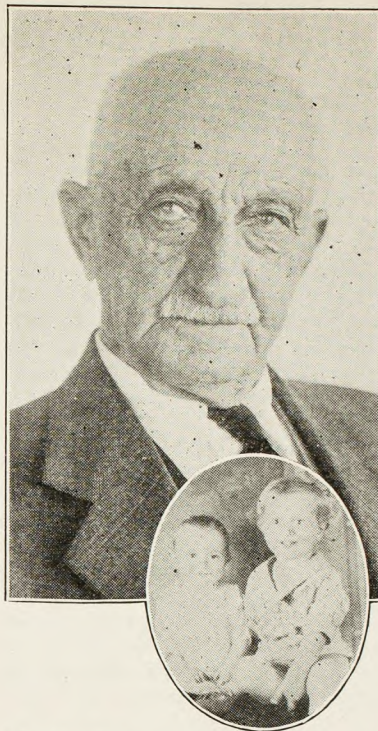
Armand Giness, former Efficiency Statistician of the Transportation Department, was placed on the Special Roll on October 1st, last.

Giness is a real old timer with the Company. He started as Conductor at Division One on May 11, 1896, and after serving in various clerical capacities was appointed Efficiency Statistician on January 1, 1922. Recent ill health, however, prevented him from actively carrying on with his duties with the result that he was relieved of active duty.

A Traveling Token

Mrs. N. Meaker of Alameda, California, sends us the following article from a newspaper which her son sent her from the Isle of Aruba, Dutch West Indies:

"From Los Angeles, California, to New York is something over 3000 miles, and from N. Y. to Aruba is around 1800. Add them together and you get 4800 miles which is the distance traveled by two Los Angeles Railway street car slugs that came in over the bar at the Club Wednesday night. Some practical jokers gave them to the rack boy, telling him that they were a new kind of money; and he gullibly believed them. Later in the evening he showed them to the writer who, after unsuccessfully trying to explain to him what a street car looked like bought them from him for a nickel. Now they are about to start out again, 1800 miles from Aruba to New York, 3000 miles from New York to Los Angeles to a friend of the writer's. All of which brings their total wandering up to 9600 miles.



F. H. Putnam, Custodian of the Vault, Vernon Yard, is the proud great-granddaddy of four great-grandchildren, two of whom are shown in the inset, (Dickie and Charlie Temperle of Des Moines, Iowa, ages 6 months and 2 years 3 months, respectively.) There are also two great-grandchildren in Chicago. The other branches of the family tree are: two sons, two daughters and nine grandchildren.

Putnam has been with the Engineering Department of the Company for twenty-two years, coming over from the Huntington Land Company, and this young fellow boasts of seventy-eight summers and winters, mostly Californian.

Plan Armistice Ball

The Blue Devils of America Post No. 368 are staging an Armistice Day Ball on November 11th in the Eagles Club at South Union Avenue and tantalizing music will be rendered by an eleven piece "red hot" orchestra. The fun and frolic will only stop long enough to permit the staging of a special battle scene at 11:00 p. m.

A door prize of a \$65 diamond ring and two silver loving cups for the winners of the prize waltz are among the many inducements that will be offered during the evening.

Tickets are on sale at Division One by Samuel Goslee, Larry Callahan, Milton Klein and Leonard Price. At Division Two, James Matheney has tickets for those who would like to go. The price is \$1.00 per couple.

Open Your Heart and Give!

The Community Chest is appealing to all to make as large a contribution as possible. It is fully realized that conditions generally are far from ideal to a number of us, still we should think of the unfortunates who will suffer in a much greater measure than we, under adverse circumstances. Let us all do whatever is possible, cheerfully, to help those less fortunate than ourselves.

Santa's Gift of Health

By ELIZABETH COLE

The Christmas season would not seem complete without the brightly colored health seals. On this year's seal jovial old Santa Claus beams out to announce that he is bringing the greatest and most lasting of all gifts—health.

Funds from the sale of the penny seals are used to educate people in the ways of healthful living. The money is devoted to an all year round campaign to prevent sickness, with special emphasis on keeping children well. Santa Claus in this way, therefore, is bringing millions of gifts of health for 1931.

Santa Claus, the beloved of children, and the symbol of unselfish joyousness, is a fitting subject for the 1930 Christmas seal. Use the stickers on your mail and packages, not only to make them, but also to signify that at this season you feel like joining Santa Claus in giving the precious gift of health.



For Sale or Trade

Late 1927 Nash Sedan, excellent running condition, good tires, trunk and accessories. Call Mrs. Rose Hathaway, AXridge 1871, or 347 West Santa Barbara Avenue.

Waltham Vanguard Watch, 22 jewels, \$50. Half cash, balance easy terms. Ray Gholson, Motorman Division Three. CApitol 7287.

Corner acre on paved boulevard, five room modern house, chicken house, 200 feet long, 24 feet wide, \$6,000 cash or \$7,000 terms. 7903 Vineland Avenue, Roscoe, Calif. Conductor V. E. Davis, Division Three.



Births

A. B. Straughn of the Motor Coach Division reports the arrival of an eight and one-half pound baby boy at his home October the 13th. The baby has been named Benjamin Earle and is growing fine. Congratulations.

* * *

R. H. Marks of the Motor Coach Division tells us that he has an eight pound ten ounce baby boy at his home. David Lee was born October 8th and is doing fine. Many thanks for the cigars.

* * *

Conductor A. Fournier of Division Four became the proud papa of a handsome baby boy October 7th. They named it "Alfred."

* * *

Conductor C. V. Bonner, also of Division Four, is being congratulated on the arrival of a seven and one-half pound baby girl. And they named her "Gertrude Harriett."

* * *

F. H. Duncan, Extra Clerk at Division Two, announces the arrival of William Allen Duncan. He put in his appearance on the second of October and Mother and Bill are both doing fine.

* * *

Conductor E. R. Leggett of Division Two announces the arrival of a brand new daughter. She was born on the twentieth of September and has been named Johanna Edna.

* * *

A proud daddy is Motorman W. Rasmussen of Division Three. He recently passed out cigars announcing the arrival of a nine and one-half pound son. The baby was born October 27th. Mother and baby doing fine.

* * *

A card was received from Motorman and Mrs. J. M. Harris of Division Three announcing the arrival of a daughter, Sarah Jane, weight ten and one-half pounds, on October 22nd. Congratulations.

* * *

An addition to the family of Safety Operator H. E. Cubberly of Division One is reported, a fine eight and a quarter pound baby girl having arrived Sunday, October twenty-sixth. Mother and new arrival both doing well and H. E. is all smiles.

* * *

E. J. Miller, Storekeeper of Mechanical Department, is the proud father of a seven pound eleven ounce boy, born on October seventeenth. Congratulations, Eddie, and thanks for the cigars.



Weddings

V. J. Kuhn of the Motor Coach Division passed the cigars and informed us that he was married October 7th to Miss Lillian A. Roth of Upland, California. The ceremony took place in Ontario and was followed by a nine course wedding breakfast, after which the happy couple left on a honeymoon to San Francisco by boat. Many thanks for the smokes.

* * *

The First Congregational Church at Parkview and Temple Streets was the scene of a pretty wedding the evening of Saturday the 25th, which united in marriage K. R. Handley of the Motor Coach Division and Miss Ailene Rose, also of Los Angeles. J. S. Thornton and his wife repaid Handley's favor of last month by taking the part of best man and matron of honor. Congratulations.

* * *

While on a vacation Conductor C. H. Wheaton took unto himself a wife, Miss Ava Pearl Montgomery. The ceremony was performed on October 6th.

* * *

The latest wedding to be solemnized at the parsonage of the First Methodist Church by one of the Shops boys was in the person of F. Arleigh Frazier, Clerk of the Machine Shop. The little lady in the march was Miss DrusyBelle Gordon. Mr. and Mrs. Frazier honeymooned to northern parts by auto, making stops at San Francisco, Oakland and in the wilds of the Santa Cruz Mountains. We all wish them good luck and happiness.

* * *



Division One

H. N. COLE

If four hunters bag three ducks in three days, which one had roast beef for dinner the next day? Conductors R. A. James, J. M. Walters, T. D. Noteman and Switchman Houtz recently spent four days at Salton Sea and reported extremely poor luck. They expect to go north pretty soon, where they hope to find more ducks and more luck.

Just before the last shake-up when Conductor W. H. Dyson had an early run, he almost overslept, and had only a few minutes to cover four blocks to get his car. He was running with his coat in one hand and had his collar and tie in the other, when an officer accosted him and began to question him in regard to his early morning activities. In one breath he explained everything and in the next he was being whizzed away by the officer in his machine to catch his car. Dyson says he has a better opinion of the Police Department than formerly.

A few weeks ago Motorman B. Haynes had an early shine and caught a night run. He became a little sleepy as he coasted down Grand Avenue and naturally indulged in a long drawn-out yawn. Just imagine his feelings when his jaws refused to yield to his desire to close them. He realized they were dislocated and made for a nearby doctor's office, where they were adjusted and he was back on his car before the Conductor missed him. Haynes thinks twice now before he yawns and when he does it is a gentle imitation of the real thing.

Contrary to his habit, Conductor F. E. Shuler took a Saturday off recently and drove through deserts and over mountains to the extent of nearly three hundred miles and was on the job the next day as if it was just an every other day occurrence.

Conductor B. J. Haskins took fifteen days off during October.

While in the act of pulling the switch at West Third and LaBrea, Conductor J. H. Martin heard the thundering hoofs of a runaway horse bearing down on him. He visioned the pedestrians and automobile traffic at the intersection and knew full well something must be done to divert him from his path or someone would be hurt. How he did it is not known, but suffice it to say, he stopped that horse and won the gratitude of the waiting passengers as well as their admiration for bravery and quick thinking.

Conductor P. E. Holt started a sixty day vacation on the twenty-third of October. He will visit relatives at Urbana, Missouri. Holt expects to get back in time to help out the holiday rush.

Vacation time is practically over, but now and then a fellow feels the urge to rush the season. So Motorman J. B. Thompson took ten days off in October.

Conductor E. R. Tomlin stayed home for seven days and called it a vacation.

Safety Operator H. A. Cornwell is taking a thirty day vacation to visit rela-



This young buck appreciates feminine charm and incidentally a dainty morsel. The young lady is Miss Nellie Coover, daughter of Charles S. Coover, Mail Clerk of the Main Office Building. Charlie is an old timer from Division One, and has been with the Company for about forty years. The photograph was taken in Yosemite Park.

tives in Perl, Illinois and other places.

A sixteen day rest will put Conductor C. W. Robinson in good shape to hit the ball for the remainder of the year. So he got it.

A vacation of seventeen days has been granted Conductor W. R. Elliott. He signified his intention of staying home during this period.

For several weeks Conductor R. S. Davis was confined to his home on account of illness and recovered to the extent that he felt he could face the music again but after a few days he was compelled to give up and now is on the sick list again.

Conductor A. A. Lithgow who has been on the sick list for a month or more, returned to his duties on the twenty-seventh of October.

We find the name of Conductor E. L. Ayers still among those listed as sick. It is reported he is improving, however.

Conductor M. S. Thomas is confined to his home on account of a slight indisposition.

At this writing Conductor H. H. Wulf is reported on the sick list and also Motorman L. G. Nethersole. Both these young men are Line Instructors.



Little Betty Mae Rodefer, seven months old daughter of Motorman-Line Instructor B. L. Rodefer of Division Two, in an informal pose among the posies.



Division Two

H. F. NELSON

Motorman P. H. Thompson resigned to take up evangelistic work for the L. D. S. Church in Boise, Idaho.

Conductor L. Barkley was granted a three weeks leave of absence to enable him to go to Roll, Arizona, to attend to some business.

Strange as it may seem: A man by the name of Sap put twenty-five cents in the fare box for tokens.

Motorman J. E. Bourland is driving around (or I should say riding) in a Chevrolet coupe. Mrs. Bourland is doing the driving.

Motorman L. D. Gordon now has a good run on the "H" Line and seems to be enjoying himself back on the old job. He spent several years in the Dispatcher's Office.

Motorman M. E. Pennington is back with us again after an absence of about two months. He had gone back to the studios to work but when the work there slowed up he came back to Division Two.

Motorman A. Trouba is spending two months visiting in Illinois and Missouri before the Christmas rush starts.

Motorman B. H. Elshire had been back to work but a few days when his house caught fire and burned a large hole in the roof; the ceiling in the dining room was also damaged by water. No one was injured in the excitement.

A. J. Parker, who is on leave back east, reports that things are not so pleasant as he has been sick most of the time since he's been away.

Motorman J. H. Hale resigned in order to open up a lunch room for himself at El Monte. If you are up that way he would be glad to have you drop in and say "hello."

Conductor A. J. Holman decided he would be better off out on a ranch somewhere than on the cars as his health had not been the best in the last couple of years on the cars.

Motorman J. P. Miller spent Sunday, October 19th, hunting rabbits near Lancaster. Says he enjoyed the exercise, but that was all he got out of it.

Motorman C. L. Nelson is spending sixty days on a ranch near Riverside, which belongs to his uncle. The ranch bug may bite him, and then we will lose another good motorman.

The group that won the big dinner is in a fair way to dine again at the Company's expense, as it is still in the clear.

Clerk J. A. Wear has joined the "Gummy Club," of which Drummer Taylor is president.

We are very sorry to report that Motorman W. T. McLean has been on the sick list for the past thirty days.

Conductor W. B. Herman, who has been on the sick list for nearly three months, dropped in to see the gang the other day. He had been out of the hospital but a few days, where he had undergone an operation.

Two trades were completed during the past month. Conductor J. F. Bray traded with Conductor J. F. Strickfaden of Division Four and Motorman H. S. Herbert traded with Motorman H. D. Gordon of Division Five.

Motorman J. G. Adair drops in every now and then to see how things are going. He has been on the sick list for several weeks and is gradually having all his teeth extracted.

Motorman L. Liff is taking life easy due to a sprained wrist being taped up. Don't lift these fenders alone, Louie.

Motorman J. P. Miller spent several days on the sick list because of injuries to his eyes. He was helping Motorman C. Fraetis repair a B. O. Controller while on the road and in trying it out, it flashed and put J. P. at home for several days.

The boys of the Division extend to Conductor F. W. Greene their heartfelt

sympathy for the death of his daughter.

Motorman "Bill" Harris dropped in to sal "hello" the other day. He is now working his little ranch in the San Jacinto Valley. Says it's great to be out and get all that good fresh air.

Motorman W. L. Ross has been granted a sixty day leave of absence so he can visit his mother in Cleveland.



This cute little miss is Claudia Elaine, five year old daughter of Conductor-Line Instructor B. W. Bentley of Division Three.



Division Three

L. VOLNER

During the past month Motorman T. W. Kingsbury made an auto trip to the northern part of the state but he returned soon enough to go on a deer hunt in this county before the close of the season and was fortunate enough to shoot one of the largest bucks of the year.

Conductor C. E. Dunlop took two weeks off duty early in the month and during that time celebrated his thirtieth wedding anniversary. The boys all wish Mr. and Mrs. Dunlop thirty more years of happiness.

After a visit to points in Arizona, Conductor O. R. Fife is back on the job. Mr. Fife had planned to take a hunting trip into Utah with a friend from Phoenix, but the friend could not make the trip so Mr. Fife spent his time visiting relatives and did some hunting in Arizona.

The World Series was very interesting to Messrs. Gilmore, Livesay, Walker and others who had gathered in the Assembly Room to hear the games over the radio. Most of the bets laid were imaginary but in some cases, cans of tobacco and packages of cigarettes changed hands with reckless abandon on the part of those who participated.

Motorman R. F. Hutton spent a few days in San Francisco recently looking after business matters.

The stucco court built on Avenue 28, opposite the Car Barn, by Motorman P. Wankier, is all finished and all rented. Wankier has included all modern con-

veniences in these houses and he should be very successful in his undertaking.

Motorman W. W. Taylor may be seen driving a new Ford sedan, a recent purchase.

We have not as yet seen any frost but the early mornings are rather cool, in fact so cold Conductor Harry Beals has put on his coat. His big, rugged Motorman, Tom Kingsbury, is as yet coatless.

After eleven years of service Motorman R. H. Williams has resigned. Williams is going on a ranch near Palm-dale.

Motorman M. J. Sherman is taking a thirty day leave to rest and show some of his eastern friends the wonders of Southern California.

Conductors H. B. Thompson and D. D. Smith, Motormen H. A. Sharp and A. B. Whiteside spent an enjoyable fifteen day vacation in Northern California. Most of the time was spent in deer hunting and that they were successful was proven by the fact that most all of their friends had a goodly portion of venison when they returned.

For several days during the latter part of October, Clerk Sam Deane was thinking seriously of purchasing a pair of reinforced crutches, due to the fact that he had spent a delightful (?) Sunday putting a liberal coat of tar on his residence and garage.

H. L. Lingo who was formerly a motorman of this division has returned and is now a full fledged conductor. Lingo says California looks a great deal better than Ohio.

H. R. Richards, formerly a motorman, is another "comeback" and is now practicing the ancient and honorable calling, known as nickel grabbing, or it might be better to change that now to tokens.

Switchman Arthur Walker and wife are the proud possessors of a brand new 1930 annual pass on a thirty-six hole pee-wee golf course. Art claims it won't be long until he will be able to challenge any one who indulges in this sport.

'Tis said around the office our Superintendent Geo. Ferguson is spending some time on these miniature golf courses. Perhaps he is trying to get in shape to take on Mr. Walker.

If business interferes with your pleasure, why discard the business, that is the way Conductor A. G. Plummer has been doing since he met a new friend.

Some days the extra board is rather short of motormen, seems as if all want off on the same day. The excuses offered are many and varied but for a new and original one Motorman F. M. Newell has them all beat. In trying to get off his last part, Clerk told him they were short of men but would put his name down and might be able to fill the run later. Newell said his dog had eaten an electric light globe and he wanted to take him to a doctor.

After being off for some time on account of sickness Motorman J. J. West has returned to duty feeling fine and as spry as a two-year-old.

During his two weeks vacation Motorman W. W. Yates made a trip through Imperial Valley, visiting every town in the Valley, and spent a few hours over the border on one of the very hot days

when the refreshments at that place tasted exceedingly good.

Being rather sleepy when he set his alarm Motorman W. F. Wright did not notice he had set same for four A. M. when he intended to set it for five. The clock right on the job buzzed forth as set and Wright and his wife arose, cooked and ate their breakfast and he hurried down to catch the five-forty at Eagle Rock. After waiting until he thought this car was past due he called the Dispatcher to find out if anything wrong. In the conversation the Dispatcher told Wright he was just one hour too early and advised him to wake up and catch the four-fifty to the barn.

T. J. O'Conner, a former motorman, of Division Three passed away October 25th. Mr. O'Conner was very popular with all the men and an efficient motorman. The funeral services were held at the Catholic church on Idell and Cypress.



Division Four

C. J. KNITTLE

Well, here we are again. Another long, busy month has passed a prosperous one for many crews on Line "P" who, on account of storm drain and sewer work, operated the greater part of the period on set back schedules and gathered up a couple extra days in overtime. It is also our pleasure to state that in eight days of the month no missouts were recorded.

The first big news, however, occurred October 1st when F. H. Jensen, the "red necktie" motorman left the service to enter naval aviation.

Conductor W. W. Warren left October 2nd, to spend the month at his cabin in the Mammoth Lake district.

It might be nice at this time to congratulate our vivacious little janitor, Bill Colly, who threw caution to the winds when the World Series started and won four bits on the first game.

Conductor W. F. Henry treated himself to a two weeks vacation starting October 2nd.

October 2nd was a hard luck day for Conductor C. C. Ditter. Ditter had flivvered to work and parked his chariot on Sentous Street. On pulling in that evening he learned that a reckless gas buggy had smacked it and left it lying partly over the curb against a tree. The front end was badly damaged.

Conductor Frank Reynolds is four thousand dollars richer now. Frank sold his attractive stucco cottage at Manhattan Beach a few weeks ago.

Our idea of a carefree voter is the trainman with a 4:15 a. m. pull-out who voted "yes" for daylight saving.

Motorman O. E. Reed was happily surprised October 14th when he received word that an expensive watch which was stolen from his home last Christmas had been located in a San Francisco hock shop.

Mr. Greenwood, our congenial Extra Clerk, had his patience thoroughly tested October 16th while winding up the last couple hours of the late night shift.

Sixty-seven trainmen informed him in twenty-nine different ways that someone had left a Chevy parked in front with the headlights burning.

We are glad to welcome Motorman A. L. Chilson back from forty-four days on the sick list.

A submitted item states that Foreman B. B. Boyd stepped out into the trainmen's room one morning. A salesman came up and tried to sell him a comb.

Conductor R. E. Davis was granted an eighteen day rest October 15th.

If there's anything in a name, Motorman W. A. Bray and Conductor J. F. Bray, who portray the fore and aft on a certain P Line run, should set an example for teamwork.

Conductor J. C. McQuoid took pity on a shabby little newsboy one day recently and paid his fare. The next day the young one, with "thanks in advance" written all over his little face, climbed aboard and introduced his four brothers.

The following trainmen were on the sick list at this writing: Conductors G. A. Jahn, W. E. Burke, G. W. Wagner, C. Shatz and Motormen Dusty Rhoades, H. V. Cage, W. H. Roper, T. J. Vail, C. R. Dean, M. Langager and C. F. Kirkland.



Division Five

FRED MASON

Conductor George Harper is back from his vacation which he spent in Phoenix, Arizona. George was off just a month. Said he had a very good time and is now good for another year.

It is of course unnecessary to tell you that Heine is back. We had a very quiet month around here while he was vacationing in Sonoma, California. Heine got back just in time to get in on the Safety and Courtesy Contest dinner, he being on the winning team. Guess we will have to stand him for another year and we, like him, are looking forward to his next vacation and hope it will be for two months next time.

Motorman Louis Larsen says he enjoyed this year's three weeks vacation a whole lot better than last year. Last year Louis slipped down to Tia Juana and almost had to walk back on account of having his pocket picked. This year Louis took his wife along and spent his vacation at Murietta Hot Springs. Needless to say, he didn't come back broke, didn't have his pocket picked and did have an excellent time.

Motorman Bill Callaway took his first vacation in a number of years and had a great time on his ranch at San Jacinto.

Motorman H. D. Gordon has transferred to Division Two, having traded his seniority with Motorman H. S. Herbert of that division. Welcome Herbert and good luck to you Gordon.

Another new face at this division is that of Motorman Woodfin. Motorman Woodfin came to us from Division Four on a trade with Motorman Chester Smith. We are glad to have you with us Woodfin, old boy, and wish Chester the best of luck.

Most of the old timers here will remember ex-motorman Steve Porter who left us some years ago. Motorman Rufe Farmer received a letter from him recently with a newspaper clipping enclosed telling of a very bad accident Steve was in. Steve lives in Crawfordsville and was on his way to the Court House, he being a member of the Grand Jury, when he drove his machine, an Overland sedan, onto the railroad tracks in front of a Big Four passenger train. He suffered cuts on the chin, bruises on top of his head and badly wrenched shoulders. The machine was a complete wreck. We all join in wishing him a speedy recovery.

Conductor Johnny Robinson and Motorman Bill Dugger happened along at the right time one recent foggy morning. They were southbound on Vermont between 90th and 91st Streets, when they espied a Ford roadster on the northbound track, turned completely over and the driver underneath with his head sticking out and trying to crawl out from under. With the aid of two passengers, who were in their car, they tipped the flivver right side up, picked up the driver and found him hale and hearty and without a scratch. He told Johnny he was trying to pass another machine and owing to the heavy fog the road was slippery and he skidded over into the curb and then flipped over onto the tracks.

Conductor M. C. Howard is back on the job again after his thirty day vacation in Tuttle, Oklahoma.

We are glad to see Conductor H. F. Henney back on the job again after having been off sick for two months.



JACK BAILEY

A letter from B. Cinnamond, former clerk of the Truck Shop who is resting up at the National Military Home, says he wishes to be remembered to all the boys and reports that he is feeling much better of late and will drop down to see us some of these days.

The rabbits at Palmdale got a break this month. Switchman H. Lock fired fourteen shots, no hits and 14 runs.

From the sound of the new air drill being used by Truckman Roy Williams in the Carpenter Shop, some of the boys thought we had installed a new maternity ward there.

Carpenter George Yale received a letter from our old friend Ben Grimm who states that winter sure has hit his place and he would like to be back with the boys.

R. S. Wallace, Clerk of the Carpenter Shop, will now be able to save a lot of money as his tooth paste allowance has been cut off. Soup and mush for a while.

Our old friends call around to see us once in a while. John Miller, formerly of the Carpenter Shop, paid us a visit last week. We are always glad to see these boys who have spent so many years with the Corporation and set us a standard.

H. B. Anthony, one of our former Carpenters, is back with us for the winter rush. Welcome back, H. B.

A few new names are temporarily added to the Carpenter Shop time book, being Ward Rice, J. W. Gilliland, E. J. Prestel and R. L. Hand.

J. Bettendorf of the Carpenter Shop has left the service.

B. Roberson replaces Robert Conley who turned down a good janitor job to go into the movies. Ben by the way, is the son of Bob Roberson of the Store Department.

Our sincere sympathy is extended to the family and many near friends of L. J. Hathaway who passed away. Hathaway had a host of friends in the Shops who will miss his kindness, ready wit, cheerful disposition and his leadership as Foreman of the Machine Shop.

Our pleasure upon learning that our popular Sid Ormston, of the Electrical Wiring Department, will soon suspend his membership in the Bachelors Club, is dimmed only by our regret at losing—well you men know what I mean. Don't MENTION this—"It won't be long now." I saw the ring.

At this time we wish to introduce two new employes in the Winding Room and Wiring Department, P. T. Jenson and G. Colclough. Welcome.

F. Carrillo is welcomed back into the fold of the Winding Room after an absence of some two months recovering from an operation upon his leg.

C. Quintana, former employe of the Winding Room, is back with us again.

So Roy took the fifty bucks and bought corn plasters. No more will our Truckman friend Roy Blaze walk the floor at nights. Everything is 50-50 now. See him in person for further information.

Al Plummer's little nephew picked up a dollar bill on the sidewalk the other day and our big-hearted Truckman Al gave him two cookies for it. I don't know which one was the most pleased.

Truckman George Johnson took the old Jewett and motored to Palmdale for a rabbit hunt last week-end. We see he got back. That reminds me that the Lindy boys bought a late Locomobile. How late?

W. W. Huskey is a new member of the Machine Shop crew.

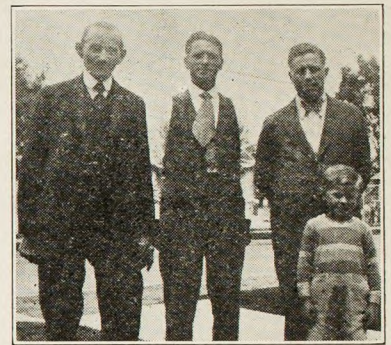
Yes, U. S. C. defeated Stanford, but we did not think it would have such an effect on Painter Frank Struhs. Frank as you know was one of the 90,000 to see that great game at Palo Alto. All went well until his return home and he was snuggled away in the arms of Morpheus late Sunday night. A terrible rumpus was investigated by his folks who found Frank still asleep doing a flying tackle on the bed. Frank must have run the wrong way as he did not show up Monday morning until nine A. M.

A. W. Schaffer is a newcomer in the Upholstering Department. We should say the fishing department because those boys sure do like to go fishing.

John H. Oven, formerly Progress Clerk, who has been in the U. S. Veteran's Hospital at San Fernando for the past several months, was a visitor at the South Park Shops a few days ago. He looks very much improved and says he is feeling a great deal better, so we hope

to see him back among us in the future.

We are sorry to have to report the passing of Phoebe E. Stapp who died on October 7th, last. Mrs. Stapp was the wife of Bob Stapp, formerly of the Carpenter Shop, and our sincere sympathy is extended Bob in his hour of bereavement.



The above photograph is of four generations of the Wildung family. At the extreme left is the grandfather, Fred Wildung, age 90 years, next to him is his son Fred Wildung Jr., age 60 years, and at the right of Fred Jr. is his son R. Wildung, carriage tor man at the 16th Street Garage. The fourth representative is Gene Wildung, son of R. Wildung. The picture tells a story of four generations all in good health and apparently happy and contented.



J. H. McCORNACK

Supervisor M. Chamberlain and a party of friends made a trip to Salton Sea to hunt ducks. They were having a boat brought there by truck but the truck broke down and they met it on their way home. Better luck next time. They never got a shot.

Bud Rennels certainly has a way with the women. Two of them bring him to work now in a large limousine.

C. E. Tomer has been given thirty days leave to visit his sister in Oklahoma who is quite ill.

New offices are under construction at the Division. The extra room is for Al Brehm and the Supervisors.

H. E. Whiting who has been with us over three years, has entered the employ of the Interurban Freight Service.

The L. A. Motor Coach boys would like to have the relief point established at 7th and Parkview. There is a playground there and lots of pretty girls.

R. R. Minklein has been granted a thirty day leave to go east on account of serious illness in his family.

Al Brehm took Roscoe Kirkwood with him on a fishing trip the 26th and actually brought back a whole sack full of fish. Al must be living right now or else Roscoe changed his luck.

W. A. Trow was granted an extension of his sick leave. He is resting well in the wide open spaces of Calxico.

Pop Campbell is still taking in the wooden nickels.

B. A. Kelley and Bud Kays have a permanent wave. All the people on Wilshire are commenting on such a good looking crew.

GARAGE

R. Wildung and family paid a visit to his father-in-law at Sacramento recently, driving his Ford there in eleven hours.

Santa Claus Baker lived up to his name on the U. S. C.-Stanford game but all he gave back on the Washington game were the spotted points.

O. B. Coen started on a two weeks trip to eastern Kansas. The differential broke on the car at Demming, New Mexico, and parts had to be ordered. The parts came after three days but were wrong so the trip was spoiled. Coen had a winning time at a gambling house so is not very disappointed over the trend of events.

Wm. Powell is recovering nicely from his operation. He was in to visit us recently. He hopes to be back to work soon.

Art Duffloth came back to work the thirteenth.

W. Aldrich and R. N. Taylor are the new service man on the Second Shift.

Foreman George Borngrebe has a new sedan. Yes, it is a Willys Knight.

The weather man can let it rain any time now. Our road service men have been equipped with new boots.

Have you heard Earl Hansen's whistle since he put it on the Chrysler. If he gets behind you, you will hear it.

The driver of No. 29 Buick Touring had the misfortune of running into the pit at the Gas Station on the evening of the twenty-third, frightening his passenger badly.

Andy Seyfirth and Bill Wilson were the lucky boys of the Garage to get to go to Palo Alto for the game. They report a wonderful trip and good time.

Jimmy Murray has been gathering some data at our office of late. He says it seems like old times.

E. E. Harrier is home from the hospital. He can move a little with his cast and is getting along as well as can be expected.

Foreman Sterling went visiting and hunting to the Sterling Ranch, which is 185 miles out Mojave way. He enjoyed a splendid trip and bagged fifteen rabbits.

Last reports from R. Hester are that he is getting along fine.

Al Harrier is reported much improved. He was able to walk a little last Sunday and drive his car a short distance.

Walt Dewhirst got about 800 pounds of walnuts away from the squirrels.

J. Keller has a new Chevrolet "6." It has an over-abundance of power, speed, stamina, endurance, etc., according to John.

Wesley Nolf wants to know why twin coaches are not built like yellow coaches.

"I want to be alone," explained Superintendent C. B. Lindsay as he went on his way to a local miniature golf course the other evening.



H. K. CONACHER

DIVISION ONE

W. J. Christmas, who was recently operated on, is improving slowly. He is at the Methodist Hospital and will appreciate a visit from any of you.

Introducing the new men at this Division, W. H. St. John, on the day shift and J. R. Eubank on the night shift. Glad to have you with us, boys.

W. H. Moore is back on the job again after having had an operation on his throat.

G. A. Smith couldn't resist the temptation any longer, he just had to see what made his "Gnash" run. If it is experience he wants, we know where there is a good Dodge that would stand a general overhauling.

S. S. Landreth has purchased a new Buick, now watch him go.

E. F. Bond and Wm. Houts went duck hunting on the opening day, as usual, and brought back the same number of ducks, as usual, ONE.

DIVISION TWO

We are very sorry to report that Sam Ventalora is on an indefinite sick leave and has moved to La Cresenta, in an effort to regain his health. Our hopes and best wishes are for a speedy recovery. If any of you fellows are ever in that vicinity drop in and visit with Sam at 4610 La Cresenta Ave.

The new man on the day shift is V. E. Martin, formerly of East St. Louis, Illinois. Glad to have you with us, Martin.

R. L. Bates and R. O. Clark are our newest radio enthusiasts, both having recently bought new sets.

J. Hale was the victim of a very painful accident the other night when he fell while alighting from a car. The boys all join in wishing him a speedy recovery.

Believe it or not Charlie Scudder has moved again, this time out near Strawberry Park. We would suggest wheels and couplers on your chicken coops, Charlie, so that you could couple the Ford to a train of coops and make it all in one jump.

DIVISION THREE

H. Wescombe, Machinist, has returned to work after three and one-half months on sick leave. Glad to see you back, Harry.

A. Roman and B. Walters are at present off on sick leave.

Members of the Izaak Walton League of this Division don't seem to be doing very much lately, come on boys, let us know what is going on.

The Mechanical Department of this Division are now registered one hundred percent. Now let's see you all at the polls on November the Fourth.

C. Hamlin has returned to work after two weeks vacation spent in visiting friends.

T. T. Clark has also just returned from a two weeks vacation spent around home.

DIVISION FOUR

Cecil Gerrard has returned from a two

weeks vacation trip to Mexico where he enjoyed himself hunting and fishing.

J. B. Ross has returned to work after being off six months with a broken leg. Jim says that he is "rarin" to go.

Geo. Mawby has traded his old Dodge touring car in on a late model sedan.

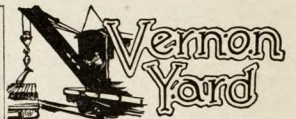
C. Parker enjoyed a short vacation trip to San Francisco the first part of the month.

DIVISION FIVE

I. C. Gordon, Foreman, and a party of friends have returned from a very successful deer hunt, bringing back plenty of venison and some fine trophies.

N. A. Land and A. Shenton have recovered from their recent illnesses and are back with us again.

Homer Clark is still off on sick leave. "Billy" Mac is with us again after an absence of several years.



H. I. SCHAUBERT

Johnny Hagerman gets credit for establishing a record for track laying on the Central Avenue Extension, but he had to have help to do it. All kinds of help.

He was assisted by McCallister, Jinks, Gates, South, Finn, Maloney, Connolly, Barrett, McKinney, Goodas, Ovard, Swearingen, Medina, Shelton, Simmons, a couple of Mexicans, and Charlie Plume.

Old Home Week was observed in the Yard recently. Handley, Foulkerson and Lavin stopping in to say Hello! All of them hale and hearty. Welcome! Come again soon.

A game of soft ball, between the Engineering Punks and the Yard Huskies, was played in the Yard on October 19th. Probably referred to as "soft ball" because it is so soft for the ball. The only player who really abused said ball being Babe Gravino, who hit a one old cat home run. However, the umpire was obstinate and refused to allow Babe's run from home to first and return to be recorded as a home run.

Score, as per Andy Egan—Engineers 16, Yard 32—TRAITOR!

Introducing the standing broad jump champion of the Engineering Department B. H. Eaton, who was standing on a flat car when a trolley wire broke over the car at Sixty-sixth and Central. Charlie Shelton verifies the report that Eaton only needed a couple of steps to recover his balance as he leaped to safety on the sidewalk at Sixty-seventh Street. Don't know whether Ernie Blackwell's sore eyes were caused by the flash from the trolley break or from eye strain trying to locate Bud Eaton after the flash.

Clyde Marsh is the proud papa of an eight pound girl. It has been suggested that he name her Suspense.

The sympathy of the Track Department is extended to Jack Glover on the death of his wife who recently passed away after a long illness.

Red Irvine has taken an extended leave of absence to care for his father-in-law's ranch in Imperial Valley.