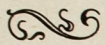


TWO BELLS



LILY POND, SYCAMORE GROVE





Christopher Columbus

THERE are many significant days in American history but none more so than October 12th, which is Discovery Day. On this day, we celebrate our four hundred and thirty-eighth anniversary.

Columbus set sail on his venture with three small vessels—the Pinta, the Nina and the Santa Maria with a crew of 120. His enterprise was made possible by the timely assistance of Queen Isabella of Spain.

On Friday, August 3, 1492, Columbus set sail from the port of Palos, Spain. After many days of privation the provisions ran low, the courage of his men began to fail, his crew mutinied, and he, himself, almost lost faith when twenty-one days of sailing had elapsed without sight of land.

On October 12th, a cannon shot from the Pinta announced that land had been sighted, and the caravel landed at an island of the West Indies group.

Columbus immediately on landing, in a spirit of true humility, knelt and returned thanks to God for their well being.

This day is now celebrated by Americans in honor of a man of great inventive genius and a discoverer of lofty and noble ambition.

Health is Wealth

TO BE happy, you must be healthy.

In this glorious land of ours with its wealth of sunshine, summer and winter, it ought not to be a difficult task for us to keep in the pink of condition. We owe this to ourselves and family—and to our job.

Take exercise in the open. Breathe deeply of the pure fresh air. Play! Play with the kiddies who will enjoy it and benefit by your congenial companionship. Toss a ball around with the embryo big leaguers in your neighborhood. Walk three or four miles a day. Play games, even if it is only miniature golf. Plant a garden, any kind—anything to get out in the sunshine.

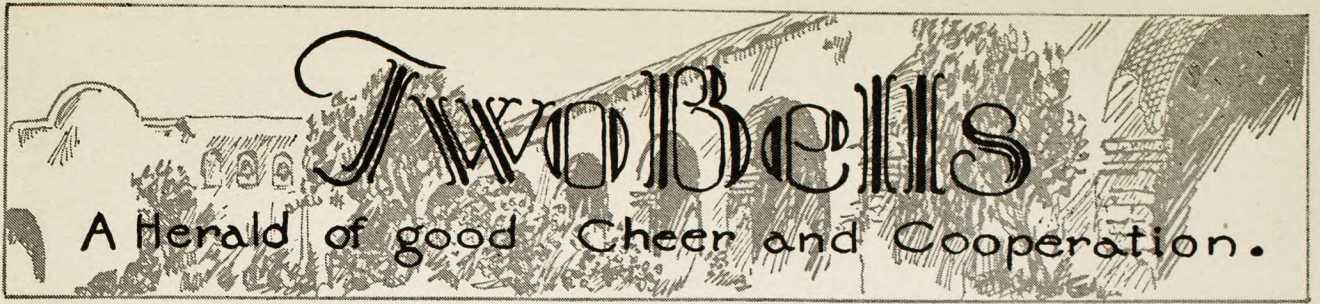
Eat proper foods. Drink water—quarts of it. Get at least eight hours of restful sleep, and don't worry.

If there are other outdoor occupations you can think of, not mentioned above, that will help you physically, go after them with vim and vigor, for it is vitality you need in these times of hustle when others below you seek to tread on your fingers climbing up the ladder of success.

Thrift

HERE is what Kipling says about saving:

"Any fool can waste, any fool can muddle, but it takes something of a man to save, and the more he saves the more of a man does it make of him."



Published Monthly by and for Employees of the Los Angeles Railway

JANET C. MCNEILL
W. T. SHELFORD

Publicity Manager
Editor

Plea Based on Fairness in Tax Levies on Electric Railways

Equalization Amendment No. 4 on November Ballot Provides Remedy.
Has no effect upon County and City Taxes.

Status of the Electric Railways

Although they perform an essential public service, very few of the electric railways have ever paid dividends. The majority do not now earn their bond interest, and a number of them are operating at a loss. This is due to their heavy burden of taxation, both direct and indirect, and to automobile competition.

In addition to the taxes which the electric railways pay directly to the State on their gross receipts, they also, under franchise requirements, pay a percentage of their gross receipts to cities, and are required to assume very heavy paving burdens. They also pay local taxes on non-operative property.

While the revenues of the electric railways have fallen off, their operating expenses have not decreased proportionately. In spite of diminishing receipts continued operation of the electric railways and their franchise requirements demand frequency of service which necessitates maintenance of track, overhead and equipment, and continued heavy expenditures for paving of their tracks in streets and highways.

Service Rendered the State

California's electric railways constitute a vital and an important industry. There are eighteen electric railways operating street or interurban lines in one or more of twenty-three counties of the State, with a total of 3200 miles

The Los Angeles Railway Company, together with all other electric railways in California, is vitally interested in Proposition No. 4 on the ballot of November 4. The electric railways are now paying an excessive and unequal tax, which coupled with automobile competition has cut down the revenue of electric railways to a dangerous point.

Your company is asking the assistance of every employe on this proposition and is asking them to urge members of their family to go to the polls and vote and to enlist the support of your friends.

Amendment No. 4 has the endorsement of the State Association of County Assessors and the State Board of Equalization, and was adopted by the State Legislature on the findings of the California Tax Commission that the electric railways "bear a disproportionately large tax burden".

Electric railways are now paying on a basis equivalent to \$2.20 per \$100 actual valuation of properties; whereas, the general tax rate is \$1.79 per \$100 actual valuation.

The second of the series of articles on Amendment No. 4 appears in this issue of Two Bells and the Management asks for careful study and active interest in behalf of this amendment.

of track.

The electric railways employ more than 20,000 persons. The payrolls exceed \$33,000,000 annually. They purchase machinery, equipment and supplies, thus contributing to the upkeep of other industries and providing markets for products of the farms, the forests and the mines. Indirectly they bring about the employment of many people.

All these electric railways render a valuable and indispensable transportation service to the people for which there is no adequate substitute. The

street railways provide the cities with the most economical means of transportation. They handle approximately 80% of the store patrons; they transport thousands of workers to and from industrial establishments, stores and offices. They carry, under franchise requirements, police officers, firemen, letter carriers, and in certain cities, municipal officers without charge. The electric railways extend into suburban territory and the interurban lines provide both freight and passenger service for the rural districts, thus contributing to the upbuilding of the State.

In the Public Interest

The State needs its electric railways. It is in the public interest to conserve its transportation facilities and to encourage their development. The welfare of the electric railways is a matter of state-wide concern for all parts of the State are interdependent.

Number 4 will remove an unjust burden now imposed on the electric railways. The difference in revenue to the State made by the proposed new tax rate is negligible. The electric railways are a source of very considerable revenue to the State. If the electric railways are enabled to prosper and grow the State will gain thereby in tax revenue and in prosperity.

The electric railways are entitled to the tax equalization which Number 4 will provide. The Amendment is fair, sound, and in the public interest.

VOTE YES ON NUMBER 4

Medical Service --- Why?

By R. O. CROWE, Vice-President

The medical-hospitalization plans for employees was decided upon by the management for the following reasons: Realizing that good health and physical fitness are of first importance for individual welfare and happiness and necessary for competent service, it was ascertained that the finest type of medical advice might be obtained through the wholesale purchasing power of a group as large as ours.

The rights and responsibilities of employer and employee in the matter of physical qualifications should be clearly understood. Obviously the employer is or should be as much interested in the physical fitness of the employee as in his technical qualifications to render the service demanded. This is especially true in a public transportation activity where safety of patrons, particularly women and children, is concerned. **The responsibility for satisfactory physical condition rests entirely upon the individual employee. He must qualify to enter the service and keep fit to remain.** In many institutions periodic examinations are insisted upon. Such a policy serves two vital purposes. The public is safeguarded against serious accident due to physical breakdown and the employee is protected against future serious illness by preventive measures which act as the stitch in time saving nine. How many times a diagnosis of fatal conditions discloses that taken in early stages a cure could have been effected with slight trouble or expense!

Another phase of the problem which gave serious concern was the many cases of employees with honorable service of many years who were breaking down in health and whose earning power was being impaired by oft-repeated ailments. Diagnosis by modern mechanics and the best thought of the medical profession to ascertain the underlying cause, followed by treatment and care by specialist or surgeon, with hospitalization if necessary, apparently provided the only solution. Such a course for the individual employee would prove a serious hardship on account of cost and in many cases would be impossible.

With these conditions in mind it was the thought of the management that by banding together we might purchase the best the medical profession had to offer and that good health might be maintained and the sick and discouraged be rehabilitated. How much of this has been realized, let the

records for six months of operation tell. During the period, March 1st to September 1st, 2,200 employees were treated by the medical panel at a cost of \$54,626. Of this number, there were 150 hospital cases and 50 major surgical operations at a cost of \$13,100. It may be of interest to cite one case which should provide food for thought. An employee, 55 years of age, is reported to have the following ailments: gastric ulcer; chronic appendicitis; double hernia; kidney infection, with possible Bright's disease; defective vision; high blood pressure and bad heart. At the age of 55 and with only ten years of service and with the very remote possibility of this employee ever being of any value in company service we wonder what the decision of the average employee would be toward expenditure of many hundreds of dollars in an attempt to rehabilitate. This case is being cared for by the medical service. The employee is in the hands of the best specialists available and at the present time there is hope that his life may be prolonged.

Many of our fellow employees are pronounced in their expressions of appreciation and loud in praise for the benefits of the service. Minor rumors of questioning or doubt regarding disqualification following medical examination are reported and are traced in some cases to certain employees who are suffering from ailments which will not be treated under our plan (so stated in Rules and Regulations issued to all members) and who naturally cannot be expected to be boosters.

It may be of interest to state here that during the six months period just past, \$45,000 has been paid dependents under the group life insurance plan, the cost of such insurance to the company being \$35,364. The company has also contributed to the provident fund the sum of \$75,293. Including special payroll of present pensioned employees an annual amount for employee welfare of \$323,750 is now being expended by the company.

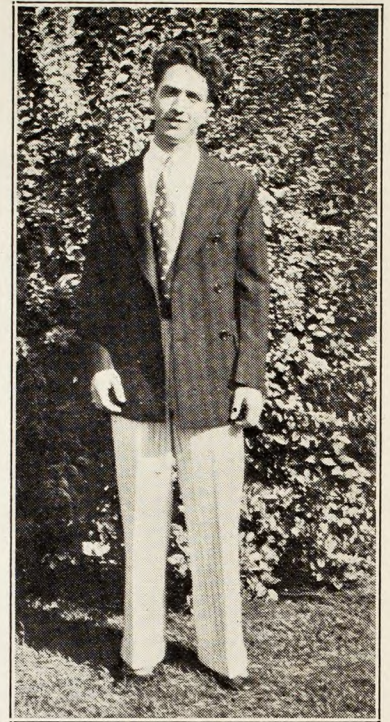
If through these activities many of our employees may be saved to added years of usefulness and happiness and all find daily comfort in the thought that the present and the future are assured and provided for, then the entire effort will prove for owners and management only a labor of love.

Track Extension Job

The Company's first track extension job commenced a few days ago on Central Avenue from 77th Street to Manchester Avenue.

This work calls for 7,000 single track feet of 116-pound rail, creosoted ties, rock ballast, concrete base paving and asphalt top paving, at an estimated cost of \$65,000.

Composes Song Hit



Russell Ward

The song entitled "The New Old Fashioned Girl" that has become quite popular since its debut over Station KFRC a short time ago, reflects much credit on the musical talent of its young composer, Russell Ward, who is the son of Motorman C. M. Ward of Division Three.

The song made quite a hit when Tommy Harris sang it on a Blue Monday Jamboree concert in San Francisco. Since that time it has been played on numerous occasions over local radio stations.

Russell is an employe of the Federal Reserve Bank in Los Angeles where he has been employed for the past eight years. The photo was taken at the home of Motorman Ward in Eagle Rock.

Attend Motorcycle Officers Convention

At the 1930 convention of the California Municipal and County Motorcycle Officers Association held at the Hotel Alexandria, September 18th, 19th and 20th, R. B. Hill, Manager of Transportation and R. H. Hilf, of the Claim Department, were made honorary members of that organization. No, honorary members do not have to ride motorcycles.

Thomas S. Lofthouse of Los Angeles was re-elected President of the Association before an enthusiastic gathering of members from all parts of the State. Visiting members enjoyed sight-seeing trips to motion picture studios and also a trip to Catalina Island.

Record Breaking Gathering Feasts at Twin Oaks Rancho



Twin Oaks Rancho, at Encino, in picturesque San Fernando Valley, was the scene of a happy gathering Sunday, September 21st, when eighty-eight former co-workers, their wives and children, who made up the caravan of good will and fellowship, picnicked and otherwise enjoyed themselves in a social event that has become as popular as a national holiday.

The host and hostess, Mr. and Mrs. Frank E. Denison were on hand to greet and welcome the arrivals. Those who had not attended any of the pilgrimages before were made to feel at home in a manner that is typical of Denison hospitality.

This year, as in previous years, James A. Bodley, Chief Dispatcher, and others made arrangements that all might enjoy the day to the fullest extent. Long tables were arranged under one of the famous oaks and Harry T. Tuttle, popular Manager of the Car Barn Cafe, provided a dinner that was made to a queen's taste. Baked ham and candied yams with various side dishes topped with dessert consisting of apple pie a la mode and coffee, of course, made up the menu.

Following the dinner, baseball, horse-shoes and card games were indulged in so that all might have the opportunity to enjoy whatever pastime they chose.

As for the baseball game, it was the

best indoor-outdoor misplaced conception of the nation's sport ever played on a ploughed field. Sides were picked by Joe Finn and Elmer Tower of the Transportation Department. Countless home runs were scored by "Babe Ruth" Tuttle, "Lou Gehrig" Snyder and "Hack Wilson" Collins, until the bewildered scorekeeper, Miss Mildred Elrod of the Meter-Mileage Department said the result of the seven inning contest was 39 runs to 20 in favor of the Towerites. Be that as it may, the fans saw a game that was very unusual and highly entertaining, to say the least.

At progressive bridge, Mrs. Elmer Tower captured the prize for top honors, and in the horseshoe events many heroes were discovered.

Among those present were: Mr. and Mrs. Grant Clear, William Yandall, Mr. and Mrs. Jess Gough, William Snyder, son and daughter, George Smith, Miss Stout, Mr. and Mrs. L. W. Sweeney, Mr. and Mrs. William Payne, Mr. and Mrs. C. D. Clark, Mr. and Mrs. George Ferguson, Mr. and Mrs. Ed Fleming and daughter, P. C. McNaughton, George Lane, Mr. and Mrs. William Brown, Oscar Elrod and daughter, Mrs. Swan and daughter, Charles Coover, John Collins, Mr. and Mrs. Marsh Morris, Mr. and Mrs. L. A. Recappe, James Morrish, Mr. and Mrs. Elmer Tower, Mr. and Mrs. William Mott, son and daughter, Mr. and Mrs.

Vincent Douglas, William Cavett, Mr. and Mrs. Dan Johnston and daughter, Mr. and Mrs. Lloyd Yeager, and son, Mr. and Mrs. Ray Kiddoo, Mr. and Mrs. Henry Scott, Mr. and Mrs. J. A. Bodley, Mr. and Mrs. F. E. Denison, Mr. and Mrs. Joe Phebus, Mr. and Mrs. Ira Gott, Mr. and Mrs. William Shelford and daughter, Mr. and Mrs. Joe Finn, Mr. and Mrs. Charles Lewis and son, Mr. and Mrs. H. T. Tuttle, daughter and niece, Mr. and Mrs. George Fowler and daughters, Miss Norma Pauley and John Parker.

The entire event was one that will long be remembered by all who were fortunate enough to be present. It far surpassed, in number, the event of last year, and at the rate these pilgrimages of good will are growing in popularity, the next gathering is expected to exceed one hundred people.

Joe Hagan Improving

The many friends of Joe K. Hagan, Traveling Instructor, will be glad to know that he is improving from the severe heart attack he suffered on September 4th, last. At the present time he is recuperating at home, but is unable to see any visitors. However, through Two Bells, he wishes to express his appreciation for the beautiful flowers that have been sent, together with the good wishes for a speedy recovery.

Complaints Rampant Bouquets Drooping

It is true that these complaints are directed against a very small minority on the system but this minority injures the reputation of the entire service, and it seems that Discourtesy is the most flagrant offense to the riding public.

In August, it was pleasing to note that Discourtesy had declined, but like bad money—it keeps bobbing up. In August, there were 25 complaints of this nature, while in September there were 35. Other classifications suffered likewise. Fare and Transfer Trouble increased 8 points, 46 in August, 54 in September; Starting Too Soon, 10 in August, 18 in September; Passing Up Passengers, 10 in August and 16 in September; Service, 13 in August, 21 in September; Miscellaneous, 25 in August, 39 in September.

These classifications brought the September figure up to 193 against 136 complaints for August—an increase of 57. Not so good!

The only classification to show improvement was Short Change. These complaints dropped from 5 in August to 2 in September. Dangerous Operation remained the same — none in August and September.

Commendations Drop

The total number of commendations for August were 44 and for September 27—a decrease of 17.

Santa Fe Masonic Club Guest of Square and Compass Club

The regular stated meeting of the Los Angeles Railway Square and Compass Club will be held on Saturday, October 18th, in the Masonic Temple.

A short business will be conducted to be followed by initiatory work on candidates for membership. As guests of the evening, members of the Santa Fe Masonic Club will be present to assist in initiating candidates to membership in the Santa Fe Club. A good gathering of members is anticipated.

Degree Team at South Park

The Third Degree Team, under the direction of Phil KlingelSmith, will assist in conferring the degree of Master Mason on an employee of the Company in South Park Lodge on Tuesday evening, October 14th. Many Club members are expected to be present to assist the degree team in the work.

Coachers of Motor Coaches



Left to right: Supervisors D. P. Shantz, H. E. Sweet, M. A. Chamberlain, O. W. Mills, T. R. Swisher and L. Nowak.

A horse-fly might be able to get along for a time without a horse, but it is doubtful whether coach drivers could get along for any length of time without coach supervisors, contrary, no doubt, to general belief of many coach operators.

Their exacting tasks, similar to those of street car supervisors, call for maintenance of coach service under all kinds of travel conditions, and inasmuch as most of this service extends to outlying portions of the city, a great deal of traveling has to be done by them.

The first supervisor on the left, who has been able to keep his weight despite the fact that he is now the oldest man on the job, is D. P. Schantz who came over from the Los Angeles Motor Coach Company on October 20, 1923, as Supervisor. He formerly worked on the Western Avenue Line and prior to that time had had several years experience in coach operation in Detroit. He hails from Harrisburg, Pa.

H. E. Sweet was employed on September 17, 1924. He was appointed Relief Supervisor on May 3, 1928, and Regular Supervisor on December 28, 1928. He was born in Marysville, Kansas.

M. A. Chamberlain was employed on February 26, 1925. He was appointed Relief Supervisor on May 28, 1927, and Regular Supervisor on January 1, 1928. In addition to his supervisory duties he is Student Instructor, succeeding Foreman Lehnhart in that capacity when the latter was promoted on April 1st, last. He is the native son of the

group, with the fair City of the Angeles as his birthplace.

O. W. Mills was employed on August 9, 1926. He was appointed Extra Supervisor on January 1, 1930, and Regular Supervisor on April 1, 1930. Mills hails from Cleveland, Ohio, and came to Los Angeles when just a small boy.

T. R. Swisher is the youngest supervisor in length of service of the group. He was employed on April 15, 1924, and appointed Relief Supervisor on April 1, last. Teddy Roosevelt hails from Akron, Indiana.

L. Nowak came over to the Coach Division from Division Two on March 29, 1923, and is one of the pioneers in coach service. He was appointed Relief Supervisor on January 1, 1928, and Regular Supervisor on May 1, 1928. He was born in Iglau, Austria, which is now known as Czechoslovakia.

Schantz and Nowak are the regular day men; Sweet and Mills, night men, while Chamberlain is general utility man and Swisher is pinch hitter of the gang.

Death Calls Joel B. Selby

Joel B. Selby, Motorman of Division Four, died after a short illness on September 17th. He was born in Des Moines, Iowa. He attended Drake University in Des Moines, was a member of B. P. O. E. Provo, Utah.

Mr. Selby was employed by the Company in 1920, and has seen continuous service since that time. He is survived by his wife and brother.

All New Groups Win Safety Contest

With the close of the Safety and Courtesy Contest for the three months period ending September 30th, the results of this contest reveal that trainmen reduced traffic accidents 24% over the corresponding three months of last year. This means that sixty-one trainmen, their wives, and with single men, their sweethearts, are to be the guests of the Management at a banquet to be given in the ballroom of the West Gate Masonic Temple at Pico and New Hampshire Streets on Wednesday, October 15th. The dinner is scheduled for 7:00 p. m.

Although many of the winners of the previous contest were runners-up in the contest just closed, none of them were successful in capturing first honors. Division Three has the unique distinction of placing a winning team for the second time with an absolutely clear record—this time Group No. 26. Group No. 16 of Division Four won first place with two points against it; Group No. 16 of Division One and Group No. 23 of Division Two with four points each, while Group No. 4 of Division Five was assessed five points.

The result of the contest provides dinner invitations to the following trainmen:

From Group No. 16, Division One: Motormen L. Nethersole, E. S. Day, G. Elder, J. G. Cassara, E. R. Rath. Conductors H. I. Frey, C. O. Graham, P. Kelly, C. M. Mitchell, C. B. Haggard. Safety Operators F. R. Combs, F. W. Lockett.

From Group No. 23, Division Two: Motormen F. C. Wright, M. C. Miller, E. J. Roche, S. F. Early, O. Iffland, H. M. Pankey, E. L. Mason, F. F. Favour. Conductors J. J. Buono, J. E. Deane, A. S. McFarland, W. E. McGuyre, G. E. Barnes, R. J. Crothers, A. R. Duncan, O. A. Croxdale.

From Group No. 26, Division Three: Motormen G. V. Cavender, L. Burster, H. A. Sharp, M. Abraham, J. R. DeVoe, P. Mitchell. Conductors L. K. Wirtz, J. T. Allard, L. B. H. Meek, J. M. Hawley, D. D. Smith, J. Kelly, J. M. Walker.

From Group No. 16, Division Four: Motormen E. D. Leichter, H. O'Gorman, G. E. Nidick, C. M. Christensen, L. L. Leasman. Conductors J. L. Arnold, R. E. Davis, F. U. England, B. D. Stewart.

From Group No. 4, Division Five: Motormen G. Jacobson, L. Heinzman, E. W. Watson, H. O. Lillie, D. C. Cooper. Conductors J. C. Clarke, A. J. Konecny, T. H. Carey, A. J. Maryhew,

New Dispatching Systems Inaugurated



Left to right: Mrs. Norma Pauley, Dispatcher M. E. Morris, Mrs. Mable Klein, and Chief Dispatcher J. A. Bodley.

The accompanying photograph shows the reason why you hear a feminine voice over the dispatcher's telephone when you lift the hook. Under the new method of handling calls, Mrs. Mable Klein, on the right, is on duty from 6:00 a. m. to 3:00 p. m., and Mrs. Norma Pauley, on the left, from 2:00 p. m. to 10:00 p. m.

This system was inaugurated as the result of an idea to promote efficiency and eliminate a repetition of reports. Under the former method the dispatcher received reports that had to be handled by other individuals, he being what might be termed the "middle man", handling such matters as missed reliefs, supplies of tokens, transfers and varied information. Under the new system he is free to give his whole

attention to matters of more importance, such as serious accidents, delays, B. O. equipment, track and line trouble and reports from supervisors and line instructors.

Dispatcher M. E. Morris, who appears in the photo, is the regular day dispatcher and C. E. Pelsue and H. S. Porter are the other dispatchers who make up the complete shift.

Chief Dispatcher J. A. Bodley firmly believes that with the hearty cooperation of trainmen and members of other departments, this new system should prove successful. Both young ladies have had previous experience as telephone operators and their knowledge of handling calls should contribute largely to the success of this change in the method of dispatching.

Meter Expert Leaves

Upon completion of installation work on meters, V. J. "Jerry" Lake, Meter Expert, left Los Angeles on September 24th, for Chicago. He is scheduled to proceed to Baltimore where the economy meters are to be installed on street cars of that city.

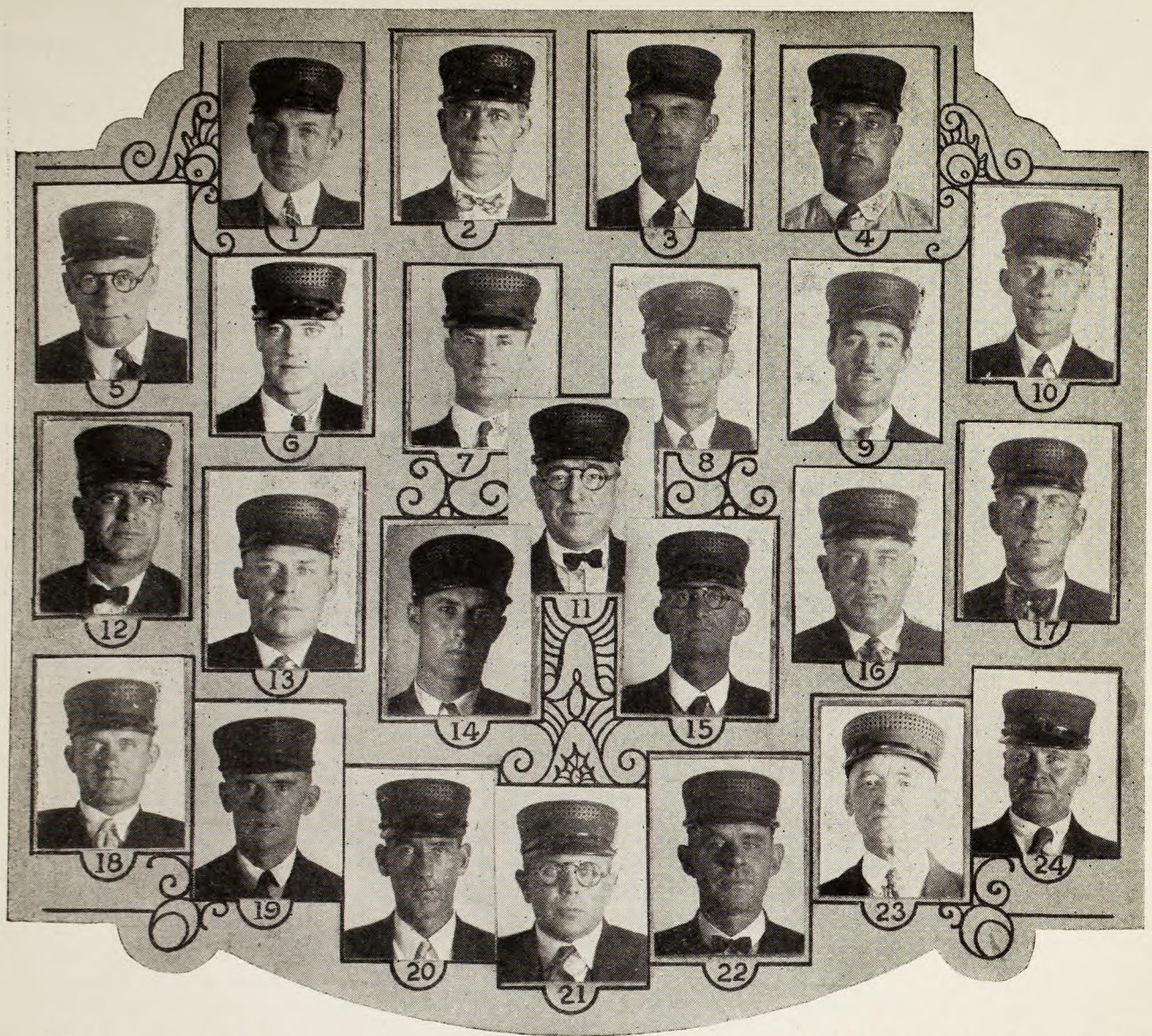
M. Bixler, P. L. Laurene.

The contest now under way will terminate on December 31st, 1930. This contest will be conducted along the same lines as the previous one. It will be watched with much interest by the Management, as without doubt, the heavy pre-holiday travel during December will have considerable bearing on both safety and courtesy.

Roe Van Brunt Passes Suddenly

Expressions of sympathy that were sincere, heartfelt and general among employes of the Engineering Department, were extended to the family of Roe C. Van Brunt, Truck Driver of the Way and Structures Department, who passed away suddenly after an attack of appendicitis.

He was born in Augusta, Illinois, on June 30, 1904, and employed by the Company on March 11, 1926. Although a newcomer to our railway family, Roe had won the deep affection of all whom he contacted with his genial personality. He had made a host of friends at Vernon Yard, and his passing will be keenly felt. He is survived by his wife, mother and sister.



Bouquets

For (1) Conductor A. J. Hathwell of Division One from Samuel R. Gorham who writes, "In my mind, he is certainly deserving of great credit for the manner in which he serves the people."

For (2) Conductor E. L. Ayers of Division One from Mrs. C. E. Christopher who states, "It affords me pleasure to commend the men on your cars, especially Conductor Ayers who is always extremely courteous."

For (3) Motorman A. R. Garrett of Division Two from J. F. McNair for courtesy in slowing down car for an elderly woman to board.

For (4) Motorman E. B. Weaver of Division Two from J. B. Woodside for skill and efficiency.

For (5) Conductor A. A. Burlingame of Division Two from Stockton Veazey who writes, "I was impressed with the way he handled the crowd and himself. He was, in my opinion, courteous,

tactful, good natured and rather persuasive, so that a lot of people yielded to his request to move forward."

For (6) Conductor A. R. Duncan of Division Two from Jacqueline de Wit for courtesy and conscientious discharge of duties.

For (7) Motorman E. J. Roche of Division Two from J. H. Anderson for efficiency and courtesy, especially for his consistency in following the safety first program.

For (8) Conductor T. C. Chase of Division Two from F. C. Koenig who writes, "I happened to note an act of foresight which is indeed commendable, not only for its gentlemanliness but also for its efficiency in protecting the interests of a corporation by a loyal and faithful employe. A lady past fifty boarded the car just as it was turning the corner. She was loaded with luggage, and as the car turned a corner before the lady had recovered her composure or had grasped something to secure her position on the car, the conductor went around her (as she

blocked the exit) out the entrance, swung on the steps to prevent the lady from falling out the exit.

He had anticipated correctly in his visualization the centrifugal force resulting from the car rounding the curve that caused the lady to lose her equilibrium and fell backward. She most assuredly would have been thrown out of the car had not your employe been there to arrest her involuntary exit, arriving at his position with ample seconds to spare. He may not have been a football player in his day or perhaps studied physics, but it all happened in precise fashion, as a well synchronized machine, that I could not fail to admire. The conductor's number, as I jotted down on my book was 94, an unobtrusive, but efficient individual."

For (9) Conductor B. Skinner of Division Two from Mayme A. Tuller for unusual courtesy.

For (10) Conductor L. O. Eide of Division Two from W. H. Hennessy for courtesy and consideration to a blind woman.

For (11) Conductor E. L. Jandro of Division Three from M. D. Lucas who writes, "The Conductor in charge No. 178, was so obliging and courteous to everyone, aged people especially, answering questions and giving information in such a kindly way, I simply had to notice it. You do not feel a nervous wreck when you get off a car in charge of such a man."

For (12) Conductor I. Gasparro of Division Three from Miss H. Van Vleck who states in part, "He is unfailingly pleasant, gives information cheerfully, assists the feeble on and off the car, and does all he can to seat passengers and make them comfortable".

For (13) Motorman B. H. Dean of Division Three from Mrs. Ella C. Stimson for thoughtfulness.

For (14) Conductor E. M. Cady of Division Three from Miss S. Ella Crofton for thoughtfulness and courtesy.

For (15) Conductor S. D. Moody of Division Three from F. Schiess for kindness to blind man.

For (16) Motorman F. O. Herbert and (17) Conductor R. H. Gamble of Division Three from Mrs. Mary L. Turner for kindness and courtesy.

For (18) Motorman J. F. Wright of Division Three from Miss Marion Bennett for an act of courtesy.

For (19) Conductor C. W. Marvin of Division Three from Harry J. Fidler for kindness and courtesy in advancing fare.

For (20) Motorman D. E. Maxwell of Division Three from J. A. Flye for efficiency and skill in avoiding a collision with an automobile.

For (21) Conductor E. H. Sandberg of Division Four from G. R. Nicholas who expresses his deep appreciation for the courteous, radiant manner with which he serves passengers and kindly consideration to blind man.

For (22) Conductor C. V. Jones of Division Four from Nurse Miriam Jean Rollins for thoughtful consideration.

For (23) Conductor W. S. Shield and (24) Motorman P. Gregory of Division Four from Mrs. J. A. Ott for unusual courtesy and helpfulness to patrons.

Melecio Lopez Called Beyond

Melecio Lopez of the Line Department died September 26th. He was born in Torreon, Mexico, and was employed by the Company in 1923. He has no surviving family.

Division Four and Bonding Lead in Safety

Trainmen of Division Four passed up both Motor Coach operators and Division Three trainmen in reaching first position with 98.42 per cent for fewer on duty accidents during the month of September. Division Three, however, is a close second with 98.24 per cent, while Motor Coach operators dropped down to 91.70 per cent:

OPERATING DEPARTMENT

Department	Aver. No. Employees	Man Days Worked	No. Accidents	Lost Time Accidents	Days Lost	Number Accidents per 100 Employees	Days Lost per 1,000 Worked	Percent Perfect	Rank For ½ Yr. End.	
									Mo.	Dec.
Supervisors* Switchmen*	34	850	0	0	0	0	0	100.00	---	---
Flagmen	93	2325	0	0	0	0	0	100.00	---	---
Div. No. 1 Trainmen	339	8475	2	2	24	.59	2.83	96.58	4	3
Div. No. 2 Trainmen	514	12850	6	2	8	1.17	.62	98.21	3	4
Div. No. 3 Trainmen	454	11350	4	3	10	.88	.88	98.24	2	1
Div. No. 4 Trainmen	302	7550	2	2	7	.66	.92	98.42	1	5
Div. No. 5 Trainmen	328	8200	5	3	26	1.53	3.17	95.30	5	6
Coach Operators	171	4275	3	3	28	1.75	6.55	91.70	6	2
TOTALS	2235	55875	22	15	103	---	---	---	---	---

The only department to get 100 per cent in the Engineering Department for September was Bonding. South Park Shops took second place with 99.22 per cent, while Power Substations took third position with 98.04 per cent:

ENGINEERING DEPARTMENT

Department	Aver. No. Employees	Man Days Worked	No. Accidents	Lost Time Accidents	Days Lost	Number Accidents per 100 Employees	Days Lost per 1,000 Worked	Percent Perfect	Rank For ½ Yr. End.	
									Mo.	Dec.
Divisions 1-2-3-4-5 Mechanical	340	8500	4	2	24	1.18	2.82	96.00	4	4
So. Park Shops										
Mechanical	308	7700	2	1	1	.65	.13	99.22	2	2
Track	308	7700	7	2	19	2.27	2.47	95.26	5	3
Elec.										
Constr.	18	450	1	1	21	5.55	46.65	47.80	8	8
Power										
Sub-Stn.	51	1275	1	0	0	1.96	0	98.04	3	1
Bonding	8	200	0	0	0	0	0	100.00	1	6
Line	84	2100	3*	2	5	3.57	2.38	94.05	7	7
Garage	129	3225	1	1	15	.77	4.65	94.58	6	5
TOTALS	1246	31150	19	9	85	---	---	---	---	---

*One fatal accident.

Four Again Goes Over Seven Point

Last month the tail enders were urged to snap out of it, so Division Two got busy and nosed Division Five out of third place. The other divisions remained in the same position but with a much lower average than last month with the exception of Division Three which went from 5.41 in August to 5.80 in September.

Detailed figures follow:

	August	September
Div. 4	7.19	7.07
Div. 3	5.41	5.80
Div. 5	4.89	4.78
Div. 2	4.84	4.71
Div. 1	4.27	3.65

The number of accidents for September was much higher. For the month of August, there were 1100 and for September 1292. The average witness per accident for August was 5.18 and for September 5.14.

Recuperating

J. B. Buchanan, General Storekeeper, recently underwent an operation. His many friends will be glad to know that he is now at home recuperating, although it will be possibly four weeks before he will be able to return to duty.



Larry Lauffs



"My plate is damp," complained a traveler who was dining in a London hotel. "Hush," whispered his wife. "That's your soup."

Hear about the Scotchman who made a nickel go so far the Indian had fallen arches?

It was visiting day at the jail, and the uplifters were on deck.

"My good man," said one kindly old lady, "I hope that since you have come here you have had time for meditation and have decided to correct your faults."

"I have that, mum," replied the prisoner in heartfelt tones, "Believe me, the next job I pull, this baby wears gloves."

Oh, dear, we wish we knew what it was that kept Brigham Young.

"My heart is with the ocean," cried the poet, rapturously.

"You've gone me one better," said his seasick friend, as he took a firm grip on the rail.

Why aren't more police recruited from among the neighbors? Practically nothing escapes the neighbors.

Modern blessing are manifold. Today you can step into your car and go anywhere your wife says, providing your children agree.



And now there is a new beverage called "Wall Street Whisky"—one drink, and you get a seat on the curb!

Now that night baseball and miniature golf have arrived, we can't expect any further innovation in the way of night novelties except sleep.

Drunk: Shee the angleworm.
2nd D.: 'Sh accute angleworm.
Drunk: 'Sh not, sh' a right angleworm.
2nd D.: Don't be so damn' geometrical.

But this week's prize goes to the Scotchman who sent the surgeon's bill to his father-in-law when he learned that his wife's tonsils really should have been taken out when she was a little girl.

The father who washed the alarm clock's face and put the baby out of doors didn't realize he was absent-minded until he tried to set the cat up fifteen minutes.

"I'd like a couple of hard boiled eggs to take out," said the young fellow to the girl at the lunch counter.

"Alright," replied the waitress with a smile, "you'll have to wait. Mamie and I don't get off until ten."

Willie: What did I learn today, teacher?"

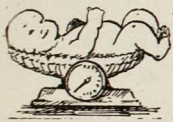
Teacher: "Why do you ask?"

Willie: "They'll want to know at home."

"How did you find the weather while you were away?"

"Just went outside and there it was."

Compared with some of the latest beach styles pajamas look positively old maidish.



Births

Cigars at the Foreman's Office of the Garage have been quite the regular thing this month. Wesley Nolf reported the arrival of Ronald Wesley the 30th of August. A fine baby boy weighing six pounds and seven ounces.

* * *

J. F. Keller passed the smokes again on the arrival at his house of Donald Dilby, a bouncing boy of nine pounds.

* * *

E. S. Dick brought the glad news the 23rd of a baby girl at his home. She weighed eight and one-half pounds and is named Elizabeth Anna.

* * *

Jack G. Hemstead of the L. A. Railway Coach Division has an eleven pound baby girl at his home who arrived the 13th. She has been named Jacqueline June. Mother and baby are doing fine. Many thanks for the smokes.

* * *

Oh boy, he's a heavyweight champion right from the start, said Conductor J. W. Jergensen of Division Five. The stork brought him a 10½ pound baby boy August 2nd, and J. W. is the proudest and most puffed up papa you ever saw.

Appreciations

We wish to express our thanks and appreciation for the kindness shown during the illness and death of our son and brother, Roe C. Van Brunt.

Mrs. Anna Van Brunt
Mr. and Mrs. John E. Fagin
Mr. and Mrs. Geo. E. Parks.

* * *

For your kind expressions of sympathy and to those who kindly sent flowers during the illness and passing of our dear husband and father, W. D. Everett, we wish to extend our sincere thanks.

Mrs. W. D. Everett,
Elbert Everett,
Ralph Everett.

* * *

We wish to thank you for your thoughtful kindness at a time when it was greatly appreciated.

Mrs. J. B. Selby.
H. S. Selby and family.

For Rent

Three Room House, and garage, \$15 per month, 8714 Avalon Boulevard. Call TWinoaks 6910.



J. S. Thornton of the Motor Coach Division was united in marriage September 6th, to Miss Clara Morrison of this city. K. R. Handley was best man. Their many friends entertained them with a shower, at which they received almost enough gifts to start housekeeping.

* * *

Motorman O. Short of Division Two was married to Ruth Cooper on August 25th, but it was a secret until a few days ago when they moved close to the Division; then some of the boys got to wondering and Short had to confess.

* * *

Conductor P. G. Everts of Division Two was married to Katherine Schnell while he was on leave at Deadwood, South Dakota. He was also trying to keep it quiet, but he came to change his beneficiary and that spoiled everything. Mrs. Everts remained in Deadwood and will join P. G. later. Congratulations.

"The pessimist wants change; the optimist usually has it."

Insurance Payments Must Be Made by Absentees

Deductions for E. B. F., Life Insurance and Sickness and Accident Insurance are made out of the last half of the month's check. These deductions cover the dues and premiums for the following month's benefits and insurance. All employe members of Benefit plans who do not work between the sixteenth and the last of the month must make payment in cash before the end of the succeeding month or cancellation must automatically follow because of non-payment.

Provident Fund contributions are due and payable on the fifteenth of each month. All members not working during the payroll period of the first to fifteenth should make payment in cash before the twenty-fourth of the month.

All Benefit Plan members, whether absent sick or absent on leave, must pay for their coverages as they become due the same as those on duty. In other words, those sick or otherwise absent are not excused from their payments.

If you are absent from your work for any reason for a payroll period, make sure to deposit with the Treasurer (Cashier) amounts due for these coverages as they become due. A statement of amounts due will be furnished you by the Personnel Department upon inquiry or application, Room 522, L. A. Railway Bldg.

Girl Basketeers Commence Training

The Girls Basketball Team will have its first practice game of the season on Tuesday, October 14th, at Echo Park Recreation Center. Practice will start at 5:30 p. m.

The line-up for this year is as follows: Edythe Brumpton, Captain; Elsie Seehorn, Emma Blossil, Florence Breeze, Edna Tuttle, Francis Pike, Fern Funk and Kay Graham.

Softball Tilt, Sunday, October 12th

Keen rivalry is much in evidence between the Auditing Department and Transportation Department over baseball (softball) honors. Sunday, October 12th, the teams will be lined up against each other at Brookside Park in Pasadena at 10:30 a. m. A picnic will top the event.

Everett Passes

William Denton Everett, former Mottorman of Division One, who was placed on the Special Roll, effective September 1, 1930, passed away very suddenly September 5, 1930.



This beautiful old oak stood on the site of the Los Angeles Ostrich Farm. At the right of the picture is the waiting station of the Ostrich Farm Railway in 1887. Today this tree stands on the site of the present Griffith Park Playground.

Romance of The Rails

By E. L. Lewis

Los Angeles Ostrich Farm Railway

There resulted a feverish activity in street railway building following the opening of the Santa Fe Railroad Line to Los Angeles in 1886, and the consequent increase of immigration to Los Angeles and Southern California caused by the railway war on passenger rates that immediately ensued.

On November 16, 1886, a franchise was granted to M. L. Wicks, to operate a horse car line from (using street names as existing in 1930) North Spring Street along Sunset Boulevard to Beaudry Avenue; and steam railroad line from that point over private right of way chiefly, along Sunset Boulevard and Griffith Park Boulevard to Fountain Avenue where it crosses the north city limits, and continuing along the line of Griffith Park Boulevard and across Los Feliz Boulevard, where that street intersects, and on to the Ostrich Farm, on the site of the present play grounds and menagerie in Griffith Park. This entire area, including Griffith Park, north of Los Feliz Boulevard was owned by Griffith J. Griffith.

The work of grading the roadbed was started in the summer of 1887, and was completed to the Ostrich Farm in October of that year. The track was then extended to Burbank, being finished early in 1888, the terminal there being just south of the present Southern Pacific station.

The real estate boom collapsed in the winter of 1887 and 1888, and operation was soon stopped beyond the Ostrich arm. The country bordering this

route was wholly unsettled, being wide open spaces—no local business after passing Beaudry Avenue; but in spite of this the road operated intermittently during 1888 and 1889. In December 1889 the heavy rains washed out the line so seriously it was not again put in operation, although the rails remained in place until the property was purchased by M. H. Sherman and E. P. Clark in 1895—they soon stripped the line of its rails beyond Sanborn Junction and used them on their line to Santa Monica.

(To be continued)

Bowling Season Opens

The Lary Bowling Team has started off with a bang in two leagues—the House League of the Manchester-Broadway Bowling Alleys, and the Electric League of the Davenport Alleys at 19th and Vermont.

In the House League, the Larys are in second place with a team average of 165 points. The Pratt Jewelry are in first place with a slight margin. There are eighteen teams in the league and games are scheduled every Monday at 8:30 p. m.

The opening game of the Electric League was staged on October 1st, with the Larys capturing 4 points to start. There are twenty-four teams in this league so the Larys are assured of plenty of action between the two leagues.

The team in the House League consists of Ed Fleming, Captain; Arthur Genn, Howard Taylor, Doyle Rishel, and Harold Petrie, and in the Electric League, Stanley Woods, of the Claim Department, replaces Doyle Rishel.

According to bowling dopsters, the Larys have a very good team and ought to make a good showing. If you want to see some good bowling, there are plenty of seats for rooters.

Larys Close Season

Capturing three games out of four during the month of September, the Larys Baseball Nine added considerably to their laurels in the amateur baseball realm by defeating teams of very good standing in the league.

On Sunday, September 7th, they met and defeated the South Gate Merchants in a ninth inning rally, 6 runs to 5.

A return match with the Hollywood Japs on Sunday, September 14th, reversed the order of things at Vernon Yard, with the Larys capturing the game, 11 runs to 4.

It was somewhat singular that the Larys should win by the same score they were defeated by on Sunday, August 24th, when the Japs scored 11 runs and the Larys 4.

On Sunday, September 21st, one of the best games of the season was played with the Union Oil Company, which resulted in a victory for the Larys 5 runs to 4. It was necessary to play ten innings to break a tie which occurred in the ninth inning, when the Larys, who were two runs behind, managed to equal the score. The Oilers, unable to score in the tenth, went to defeat when the Larys scored the winning run in the last frame of the same inning. It was a hotly contested game and furnished much excitement and thrills for the fans.

In the game on Sunday, September 28th, the Carlton Cafe team defeated the Larys, 6 runs to 1, in a game that appeared to be somewhat one-sided from the start. The Larys, with Gibbs, Lund, Ethridge and Holman absent, and substitutes in their positions, were unable to meet the onslaught the Cafe nine made. Sievers' chucking arm gave out on him early in the game, and Lewis took his place on the mound for the balance of the game.



Division One

H. N. COLE

The height of economy was represented in the act of a father who bought a dollars worth of tokens from Conductor Martin Sasolow a few days ago and made the remark that, "I want them for a birthday present for my son who goes to school and uses two each day".

Chewing gum has never appealed to Motorman C. L. Bond, and since a recent occurrence he considers it more of a nuisance than ever. The switch at Seventh and Grand failed to throw and when Bond pried it over with a lever he found that a big wad of gum was the cause, of it all.

Motorman-Line Instructor W. A. Bence was very much amused as well as gratified when an elderly passenger commended him on the way he handled his car. Said he, "I don't have to hang on to anything to prevent getting a shake up, and besides I like you. I think you are a fine fellow and one of the best motormen on this line."

A good game of pinochle is very interesting and keeps one wide awake if he is playing himself, but if he is only an observer it is different. Motorman John Henschall had a few minutes before making relief and was watching a good game. He accidentally closed his eyes for a brief rest and when he opened them and glanced at his watch he found that his eyes had remained closed just four minutes too long.

Conductor George Evans thought he could take a midday snooze and wake up at the proper time without the assistance of his alarm clock. So for the first time in years and years, a missout was chalked up against him.

After several weeks in the hospital, Conductor C. N. Reddick is able to get around but it will be several weeks before he will be able to get back on the job.

Conductor J. T. Shelton is back on his run after being off for six or eight weeks undergoing hospital treatment.

We notice Conductor G. F. Stagers limping around the division, but it will be quite a while before he returns to work. It will be remembered he was struck by an automobile while flagging a crossing and had his foot broken.

One half of Motorman J. A. Wiggen's two weeks vacation was spent in Catalina, and he reports having a wonderful time.

W. O. Lambertson, retired motorman of this division informs us of the passing of Frank Hamilton, former motorman out of Division Two. He died at the General Hospital July 12th and was laid to rest in Compton Cemetery. He worked on the 48th Street Line at the time of his resignation, and no doubt many of the old timers will remember him.

During the month of August many men took from seven to thirty days off. Among them might be mentioned: Conductor D. A. Hinds, eight days to get acquainted with the city; Conductor C. K. Herbert, eight days to look around the home town; Motorman L. G. Nethersole, eight days which were spent at Lake View, California; Motorman H. O. Snellson, thirty days to go to Denver, later he sent in his resignation from that city; Safety Operator B. S. Hopkins, thirty seven days to visit Hamilton, Texas; Motorman J. A. Delaney, spent ten days in Santa Monica; Safety Operator M. Grammar, seven days in San Diego; Safety Operator R. A. Clapp, ten days to see the sights of this city; Motorman A. E. Gardner spent fifteen days at Santa Rosa; Motorman Tom Forrester, thirty days to get acquainted with the city and to look after baseball; Motorman J. N. Smith, thirty days to drive to Bishop; Motorman G. M. Katzenberger spent thirty days at San Diego.

Conductor A. A. Lithgow has been incapacitated for several weeks on account of injuries received in an accident out on a highway when an automobile which he was driving skidded and turned over. His shoulder was painfully injured.

On account of the illness of his father, Motorman L. S. Fitzpatrick has been called to his old home in Nebraska.

Seven days was spent by Motorman B. C. Byrd on a fishing trip. No report as to his catch.

Business has called Conductor W. T. Kime away from his work for thirty days.

While others go to the beaches, Conductor D. E. Berri takes to the mountains for fifteen days.

Sixty days leave has been granted Motorman J. Roberts to visit relatives in Missouri.

Motorman R. E. Burrow is spending seven days of peace and quiet in the sanctum of his own home.

W. S. Fellows of 2817 Randolph Street, Huntington Park, California, a former employe, invites us to visit him at the above address and to take advantage of a special price to Los Angeles Railway employes in Coconut Oil Shampoo, floor wax, silver cleaner, auto polish, et cetera.

VOTE "YES" ON AMENDMENT 4, NOVEMBER 4th.



Division Two

H. F. NELSON

Motorman A. L. Goodrich is again back to work after spending sixty days resting at home, making short trips to the beaches and mountains, and attending shakeups.

Motorman R. R. Youts, Conductors F. T. Ginger, L. M. Murray, C. O. Haugen returned from a ten day leave which they spent at Nipinnawasee hunting deer. They made themselves at home with E. E. Smith and W. V. Holman, who formerly were motormen at Division Two, and who now have an eight hundred acre tract under lease. The boys enjoyed a wonderful trip and did not go hungry at the ranch, all kinds of good mountain fruit to be had for the picking. Ginger says such applesauce as they had he had never seen before, to say nothing about the strawberries. He brought some pears and peaches back with him and passed them around to the boys. Motorman W. D. Billips is spending thirty days there hunting, and has sent in for an extension so it's safe to say he is enjoying himself.

Motorman G. Schultz is spending sixty days visiting friends and relatives in Mason City, Nebraska.

Motorman B. H. Elshire has just returned from a ninety day leave, and if he had remained away much longer they would have to enlarge the doors of the cars or he would be unable to work. If he ever falls down he will roll plumb to the Pacific Ocean.

Foreman J. A. Madigan and daughter Ruth together with Mr. and Mrs. Ed Forsythe spent Sunday, the twenty-first at Superintendent T. Y. Dickey's ranch in the San Diego mountains, where T. Y. and Mrs. Dickey are spending their vacation. They report a fine rabbit dinner at the ranch and a good all around time. They took along some apples and tied them on some of T. Y.'s young trees, but he didn't become very excited as they tied them on almond trees, so it turned out to

be a bum joke. If anyone is contemplating a trip to the zoo, please arrange to take Mr. Madigan along and point out a coyote to him, as this will mean a great protection for the poor dogs. He took a shot at a black coyote that happened to be one of the neighbors dogs, while he was out hunting for rabbits.

Conductor B. Skinner is sporting a new Windsor Eight, having turned in his other car.

Conductor H. R. Buzzell resigned to take up his old trade in the electrical line.

Conductor H. A. Hansen is spending two weeks on his ranch which adjoins Superintendent Dickey's.

Conductor M. L. Davis returned from a two weeks trip in and around Prescott, Arizona.

Motorman O. H. Patterson resigned and left for Seattle where he intends to make his future home, providing he can find suitable employment.

Conductor W. H. Laing is spending six weeks at Proverta visiting with relatives.

Motorman D. E. Fletcher has been granted a thirty day leave of absence and has gone to Marysville to visit relatives who are on a ranch, where there is very good hunting.

Motormen J. Anderson and M. Mason have been called to the Maintenance of Way Department for special duty.

The last reports from R. F. Miller, who has been in the hospital for several weeks, was that he was getting along fine and was anxious to get back to work.

The new face you see in the office is none other than Conductor-Line Instructor J. L. Decker, who has been appointed extra clerk, to fill a vacancy made when J. A. Wear was appointed regular clerk.

VOTE "YES" ON AMENDMENT 4, NOVEMBER 4th.



Division Three

L. VOLNER

The grand and select order of the Hot Air Club recently delegated its stove pipe committee to hold their weekly meeting down at the Car Barn Cafe and for the first time in its history the meeting was bare as an empty house as regards anything new that was going to happen soon. Manager Tuttle has just installed a new air circulating system, and all hot, germ laden air is sent on its way every minute, and air free from bacteria takes its place. Clean food and plenty of it at a price that causes one to come again is Manager Tuttle's slogan, and all can rest assured that when cheaper prices are possible Harry will set the pace. Give the big boy your support and get value received.

Conductor Ira Gott was invited to go on a long trip with a friend who had recently purchased a Big 8 Hudson. They went up to Northern California and into Oregon. The scenery was wonderful and they saw fishing holes galore but when it came to fishing, the friend was not so inclined, he preferred to step on the gas, and the wary trout were left in peace. They spent eight days sightseeing and Ira says, "the next time he will take his old friend Conductor M. S. Fury who would rather fish than travel".

Strange as it may seem — the "A", "E" and "W" cars turn off their lights at "Sunset".

After having completed a course at the Frank Wiggins Trade School, and successfully passing the State examination, Mrs. G. J. Bowers, wife of Motorman Bowers has opened a beauty shop at 1155 Cypress Avenue. Mrs. Bowers takes great pride in her work and business has started off in fine shape.

Rather early in the season, but on the morning of September 20th, Motorman J. W. Votaw reported for work wearing his coat and no frost yet.

Along with his duties as Motorman and Line Instructor G. V. Hopkins has the exclusive distribution of a patented windshield which during his spare time he demonstrates to the boys.

After an extended trip to various points in Texas Motorman C. T. Vaughn and wife have returned. Vaughn says he had several jobs offered him, but the only thing he did while gone was to pick a little cotton, and that the L. A. Railway looks better to him now than ever, and he is sure glad to be back on the job again.

As his mother is coming to Los Angeles to spend the winter with him, Conductor W. C. Love did not make the trip back to his old home, Fort Smith, Arkansas. But Mrs. Love went, and while visiting in El Paso met Conductor Love's mother on her way out here. Mrs. Love writes that everything is burned up in Arkansas, but that great improvements have been made in the highways.

Motorman M. L. White accompanied by his mother spent ten days at one of the beach resorts.

The deer hunters are out in full force from Division Three. Motorman G. R. Chapman, Conductors A. T. Eckenweiler, and W. O. Butler spent their time in the vicinity of Bass Lake. Conductors D. D. Smith and H. B. Thompson, Motormen H. A. Sharp and A. B. Whiteside spent ten days in the northern part of the state looking for deer.

Everybody is going to be supplied with venison:—Maybe.

Motorman Frank Milano is after both deer and ducks. He is ranging from the northern part to the southern part of California in his efforts to supply his friends.

Out at the picnic Sunday, September 21st at F. E. Denison's Twin Oaks Rancho, Manager Tuttle of the Car Barn Cafe knocked a home run into the turkey pen and for a few minutes it looked as if there was going to be turkey and trimmings down at Harry's place. Harry cast longing eyes upon those fine birds and is already figuring ways and means to put on a six bits dinner with all the trimmings for Thanksgiving.

Conductor M. A. Triboulet is spending thirty days at his old home in Illinois.

Conductor O. R. Fife is going to spend about a months vacation in Arizona.

During the latter part of September, Motorman W. E. Cox spent several days fishing at Sunset Beach.

Motorman R. J. Stark is back to work after an illness covering a period of several weeks.

Conductor E. L. Rhodes, accompanied his wife on a hurried trip to Evansville, Indiana, during the early part of Sep-

tember. Mrs. Rhodes' mother was very sick.

VOTE "YES" ON AMENDMENT 4, NOVEMBER 4th.



Division Four

C. J. KNITTLE

Hello gang. It needs no tellin'—September 2nd was the toughest day of the month. It followed "Labor Day Monday", and was a day full of aggravating traffic jams and extremely heavy travel. Then the sun went down, the moon came up and way into the night after the baby owls were put to bed, a man's scream pierced the air. An investigation revealed that it emanated from our Night Clerk, E. E. Roffee. Division Four had bucked the storm without an accident.

Conductor J. E. Rodgers was given thirty days leave starting September 4th to go back to Dallas, Tex., where his wife and little son have been visiting for the past seven weeks and after a short visit he will bring his family back to Los Angeles.

Conductor J. L. Arnold was granted ten days leave September 8th to vacation at Big Bear and Lake Arrowhead.

The autoist who chalked the "Aw, shut up" sign on the right side of his dash board had nothing on the "V" car motorman who soaped a "Step rite down" sign on his mirror. Although the idea was not officially sanctioned, it brought splendid results. Many young ladies intending to take a parting glance at their make-ups looked at the mirror instead of in it and made a hasty exit.

Motorman J. M. Click left September 6th for Farmersville, Texas, where his mother was seriously ill. We were very sorry to learn upon his return that his mother passed away before he could reach her. Our sympathy is extended to Motorman Click.

We also regret to state that the mother of Motorman M. W. Schumacher who recently transferred from Division One, passed away suddenly at her home in Chicago, September 2nd. Motorman Schumacher was granted thirty days leave.

Conductor Hughie O'Neill was granted a two weeks leave September 11th to tour around the inskirts and to take in the outskirts.

Motorman H. W. Ross also took two weeks leave recently, spent a few days around town and then left for Santa Cruz.

For traveling with safety, comfort and speed, the majority of us will always prefer railroads. A few, for sheer economy will be content with motor stages but Motorman and Extra Clerk W. L. Greenwood found a novel way of enjoying a four day vacation when he "boated" to San Francisco September 11th and "airplaned" back September 14th, the novelty being that it took nineteen hours to go and three to come back.

Conductor Duke Lowen treated himself to a nine day rest starting September 13th. Duke is a bear for extra work and if big pay checks were considered trophies here's once he rested on his laurels.

Although the power saving drive is not a contest we are pleased to announce the following results for the period ending

September 15th: Motorman C. M. Christensen held the low average for "P" Line, four motors with a score of 2.39. Motorman Cockey Roach held the low score for "P" Line two motors. His average was 2.41. Motorman F. R. Baldwin held the low averages for both two and four motor cars on the "N" Line. His four motor score was 2.86. B. H. Hellman lead the Crown Hill gang with a score of 2.47 and L. Maxam topped the extra motormen with 2.95.

The news of Motorman J. B. Selby's sudden death September 17th was a shock to his many friends. A quiet, robust man Selby was respected by all who knew him. The funeral was held September 22nd at Forest Lawn. Our sincere sympathy is extended to Mrs. Selby.

Conductor C. J. King was granted a two weeks leave September 17th which he spent in and around town.

Division Four had a general shake-up September 11th and 12th with all new schedules expect Line "I". "C" Line as usual, was the old timers retreat.

Motorman D. J. Vail was seriously injured by a hit-and-run driver when he stepped from the curb at 51st and Broad-

many places in Europe as well as the tropics.

Conductor D. C. Hills was granted a fifteen day rest commencing September 27th.

Motorman O. F. Lange who, with his sister Betty, has just returned from an extensive trip to Europe walked in on us September 29th. Lange was just filled to the brim with stories of the trip. They returned by way of Canada and the west coast.

... and as a parting shot we welcome our old friend, Conductor A. MacKenzie back from six strenuous months on the sick list.

VOTE "YES" ON AMENDMENT 4, NOVEMBER 4th.



FRED MASON

Conductor Roy Meggison decided to give up the bell cord for the cows and chickens and is now working on his ranch at Walker's Basin, Kern County. Roy is located about twenty miles north of Caliente and has quite a nice place. Should any of you be driving by that way, Roy would be glad to see you. Motorman Henry Mast has been up there on two or three occasions and has already chopped up the winter's supply of wood, and can give you directions on how to get there.

Most of the old timers here will remember ex-motorman W. J. Cox who worked on the "E" Line several years back. Cox dropped in to see us recently and tells us that he is still on the ranch at Turlock, California. He wished to be remembered to all the boys.

Conductor Frank Weir finally got back from his extensive automobile trip through the southern states and Canada. Frank had a great time looking up relations and friends enroute and is looking forward to the next trip.

Motorman Louis Larson is off for three weeks and is vacationing at Murietta Hot Springs.

Conductor Frankie Baglieri, who is not raising any more goats since one of them raised him, had a seven days vacation at Clear Lake and is back on the job feeling fine.

To see the folks at home in Tuttle, Oklahoma, Conductor M. C. Howard is off for thirty days, and is due back pay-day, the 25th.

Conductor A. J. Konecny is off for a couple of weeks and is playing around town and the beaches.

Another late vacationist is Motorman Chris Hoffmeister. Chris is off for eighteen days and is resting up at home.

We are all glad to see Conductor Mike Phelps back on the job again after being on the sick list almost two months.

Conductor John Martin is another invalid we are glad to see back after two month's illness.

Motorman L. M. Lininger, who was called to Independence, Kansas, on account of his father's illness, did not waste much time on his trip. He just stepped down on the gas, made the outgoing trip in four days, stayed there four days, and

came back in four days. He brought his dad back with him and he's now feeling fine.

Well boys, we are now started into a new Courtesy and Safety Contest, new teams and everything. The new sheet shows the number of points penalized for the whole three months so you will be able to watch your performances over the whole period. Watch your step boys, and get in on the big turkey dinner.

Motorman L. W. Schoffner has been out deer hunting the last two seasons but without success. However, he's still hopeful and is now at Camp Wishon trying to make up for the last two seasons and here's hoping he brings home the bacon.

VOTE "YES" ON AMENDMENT 4, NOVEMBER 4th.



Here's a load that's hard to pull even on the level. The load is Motorman Henry Mast of Division Five. Everybody knows the familiar 220 pound form of Henry and the big smile he carries around with it. This was taken on Roy Meggison's ranch at Walker's Basin, Kern County. Roy is the one without a coat and not doing any pulling, and immediately on his right, wearing the breeches, is his wife, who is doing all the pulling.



JACK BAILEY

W. C. Brown, Assistant Superintendent, has returned from his vacation spent at Murietta Hot Springs and adjacent points.

Herman Furrer, Assistant Foreman of the Electrical Wiring Department, has returned from his vacation spent in Kansas visiting his wife's folks. He reports himself much poorer than when he started, (having to take his wife along) but admits that it was worth the price just to hear the people back there apologize for a series of chicken dinners. Making this much enjoyed trip by train Mr. and Mrs. Furrer made stops at Denver and Salt Lake City.

Walter Jones has been transferred from the Winding Room to the outside force, taking a place on the "Traveling Repair Shop", a serviced Birney for making repairs on the new Economy Meters. C. H. Maurer replaces Jones in the Shops.

Dave Anstedt, of the Winding Room, was granted one week leave of absence to try his luck to kill a Buck. No reports as yet.



This cute little bit of femininity is Mary Lee, eight months old daughter of Conductor England of Division Four.

way, September 14th. He suffered a broken leg, dislocated shoulder and severe body bruises. Our earnest wish for D. J. is a speedy recovery.

At the time of this writing Motorman L. L. Leasman had been confined with flu for eight days. Good luck to you, L. L. Hope you'll soon be back with us.

Motorman F. M. Loftis spent a ten days leave starting September 22nd about town and at the beaches.

Conductor A. C. Ritter was granted thirty days leave September 24th to visit his mother in Oklahoma who is in very poor health.

L. L. Smith, formerly a conductor, dropped in to see us September 26th. He is still a seaman on a lumber boat and in the past sixteen months has traveled almost one hundred thousand miles, seeing

Electrical Wiring Department recently welcomed a new co-worker in the person of Robert Smith.

E. Holt, M. Cass and R. Ernst of the Carpenter Department and R. Slone, C. Green and H. Eimer of the Electrical Department are home again after several weeks of hard work at the various Divisions installing Economy Meters.

Arvie Latva, ex-carpenter who went to work for Uncle Sam as Postal Clerk, was in to say hello to the gang last week. Arvie was much liked by the boys here and we wish him all the luck of success.

We received a card from ex-carpenter S. Trefens who left the service last July for a trip back to his native land, Billewichi, Poland. He reached the South Sea Islands "O.K." and is making a short stop at Tahiti. He reports it a very beautiful land with lots of trees and fruit and healthy people.

Al Dellinger and L. A. Johnson of the Carpenter Department took Ye Scribe on a deer hunt the first of the season. Trying to keep pace with these hardy mountaineers makes a chair at home a useful piece of furniture. Oh yes! We did not get a deer.



"I'll give you this ball for the saxophone" says little Bill to Eugene, but Eugene laughs right back and says "Don't show your ignorance, this is a piccolo, I picked it out myself." These twins are eight month old sons of Roy Blaze of South Park Shops, and Roy has every reason to be very proud of them.

Carpenter C. F. Lamb is back in regular click after a few days absence—minus teeth or what have you?

There is a shortage of buttons on the vest of grandfather Gus Sundeen, of the Truck Shop, upon the arrival of a tiny bit of feminine pulchritude at his daughter's home.

Many friends of B. Cinnamond, of the Truck Department, will be pleased to hear that he is convalescing at the Soldiers Sanitarium at Sawtelle. He sends word that he would like to have some of the boys call and see him when out that way.

John Glynn, Truckman, is back on the job recovering from an injured hand.

L. Lock, of the Truck Shop, is just one more to join the big parade of soup eaters.

John Mathis, Truckman, is driving a new Chevrolet.

Painter M. C. Bradley who takes over the weather responsibilities the first of the month, says he has enjoyed a summer's rest and is ready to relieve Professor Watts who kept us posted during the summer months.

We extend our cordial welcome to F. T. Lees, a new man in the Machine Shop.

L. Sawyer, champion fisherman of the

Machine Shop, added another scale to his hat when he landed a twenty-eight pound yellowtail out from Hermosa.

A. H. Lohr, of the Machine Shop, is vacationing in old Mexico.

Where was Nutter when the lights went out? H. S. Nutter, Machinist, found out just what one thinks of while one is falling from an airplane, only Nutter was under his house making some repairs when the earthquake struck last month. The additional repairs caused by Nutters exit is too shameful to mention.

Sherman Kriewald, of the Machine Shop, is spending his vacation on his hillside ranch near Little Rock. He got down the old deer gun and says he is going to do a little hunting. (Probably for those twenty-four bee hives which were stolen some time ago.) Good luck Sherman but don't do anything rash.

Bill Wilson, Ed Wing and Tom Frew, of the Upholstering Department, have been enjoying some week-end fishing trips of late. On one of these Wilson received a jolt that almost lost his indestructible appetite for fish. Upon getting a hard tug at the end of his line he endeavored to give the usual fishermen's cry of "Yellowtail!, Sea Bass!, or what have I?", but what he found at the end of his line was too much of a test for his courage (After the wee sup before breakfast)—a very much alive lobster who hastened to take advantage of his freedom. A dash of cold water and Bill soon regained his usual self composure.

H. Lock, Switchman, is sporting a new Studebaker. It's joint property with the wife of course.

Andy Horn, Watchman, has recovered from a major operation and is back with us again. Glad to have you back, Andy.

D. C. Joy, Store Clerk, who has been with us for some time resigned to go in the oil business. J. R. Kennen is the latest arrival, replacing Joy, and we are for him 100%.

L. Bob Roberson, of the Store Department, is on his two weeks vacation.

VOTE "YES" ON AMENDMENT 4, NOVEMBER 4th.



Motor Coach Division

J. H. McCORNACK

Supervisor L. Nowak, Al Brehm and Supervisor P. Towsley went on a fishing trip, the 17th, on the Redondo Barge. After promising the whole Division all the fish they could eat, they managed to catch two little ones and Al claims the credit for them although a story is told that it was only Nowak's super-strength that allowed him to land his catch.

Hank Williams is enjoying a thirty day leave of absence.

A. W. Powell is under the care of the Medical Department and may have to be operated on for a goiter.

Supervisor O. Mills insists that the horse he was riding last Sunday was not a singlefooter. He says it had four feet.

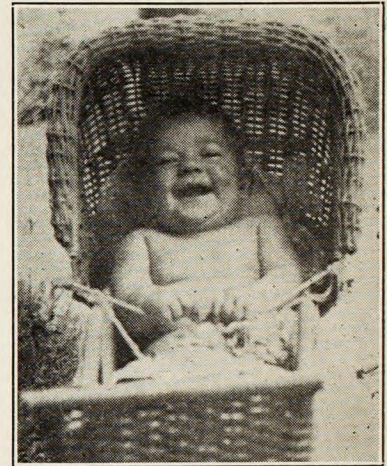
Mr. Logson, the Day Dispatcher of Virgil Garage wants all the operators and conductors of the L. A. Motor Coach who are interested in organizing a basketball team to get in touch with him. Phone NOrmandy 7053.

S. N. Cookson has returned from a two weeks fishing trip to Mona Lake, and judging the size of the fish by his description, he had good luck.

J. L. Wismer's clock fell over on its side and he came to work the 23rd one whole hour too early.

J. E. Blakenship issues the challenge that he is the best dancer in the employ of the Company and is going to appear in the next contest at the Chinese Theatre. Watch for the date.

D. Garner has gone deer hunting for two weeks at Portola. We like venison.



"This is a laff, putting me in a doll buggy" gurgles little Patricia Louise, five months old daughter of Coach Operator W. S. Swanson. We will agree it's a tight fit.

H. M. Williams has been granted a thirty day leave of absence.

The starting of school runs has made it necessary to add ten new men to the service.

B. Tyler liked it so well on his father's avocado ranch at Encinitas, while there on his vacation, that he has left the service to take up the business. He was one of our oldest men, having with us three years and eight days.

GARAGE

The Garage wishes to introduce Harold Perks, H. A. Jones and Harry Lane who are new men on the Second Shift.

Bob Rout left the 3rd to enter a very attractive garage business at Oatman, Arizona. Good luck Bob.

Starting the 8th, George Oliver was promoted to the Battery Room. O. B. Coen has been moved to the Day Shift and is taking George's place handling tires. Frank Hitchner of the Storeroom fills the vacancy for Foreman Sterling. The first time "Obie" came to work days he pulled out his flashlight to find his locker key.

Bob Marshall is with us again on the Third Shift after about a year in Detroit.

Wm. Powell is on sick leave and recently had to undergo an operation. We will be out to see you Powell, as soon as you are allowed visitors.

Wally Weburg has purchased Superintendent Lindsey's "One Horse Shay". He says it brings him right to the Garage in the mornings whether he drives or not and maybe that spotlight will find him a new girl.

Sam Turner has decided to have his teeth fixed.

Did you hear about McInelly forgetting to give Dorothea a ride home. "Mac" heard about it.

Foreman Doyle Rishel has lined up with the L. A. Railway Token Toters Bowling Team and started the season with a 203, letting the Metropolitan Market down four points which puts the Toters in first position for the present.

The Garage boys are much pleased that their efforts in washing up Jimmie Deam have rewarded. His new neighbors gave him a house warming party the 17th and presented him with a large mirror.

Dick Lehnert was in from the wilds of Tehachapi for a short "Hello" the 23rd.

J. F. Keller won the race this year which makes the betting even for next year. E. S. Dick is going to make a business woman of his new daughter as she was born on a Jewish Holiday.

Yes, Scotty's hair is growing out.

Steve Eurich is learning to see in the day time since the 27th.

Jack Savage will have his malted milks. If the Dodge won't win them he plays runt golf. Ask Dean Ovard about the score.

Floyd Nolf is now the champion fisherman. He can find and catch fish on a coach without pole, hook or bait.

Benny Walters is back on the job since the 22nd having recovered from his appendicitis operation.

E. Hansen is reported to have a good Chrysler or Ford to trade for an Essex.

Foreman Ray Anderson has been on vacation. He has been enjoying a visit from his wife's parents and taking some local auto trips but the most of it was spent in resting his feet.

VOTE "YES" ON AMENDMENT 4, NOVEMBER 4th.



H. K. CONACHER

DIVISION ONE

R. L. Grosland has just returned from a two weeks trip to Salem, Oregon. It won't be long now until Bob has to pass out the cigars.

The new Pit Wheel Grinder recently installed at this Division has certainly been a big help in smoothing out skid flats and out-of-round wheels and has been the means of quite a saving in labor.

Harry Hale and Harry Ogden are back on the job again after having undergone minor operations.

T. P. Manes has purchased a high powered Hudson roadster; we hope his foot doesn't get too heavy on the gas.

I. L. Sherrill is spending a two weeks vacation in New Mexico.

DIVISION TWO

The boys at Division Two all join in wishing the wife of Harry Hunt a speedy recovery from her present illness.

We were all very happy to have L. Martin, former Inspector at this Division, drop in and pay us a visit one day last month.

"Doc" Mullins has returned from a two weeks vacation which he spent in North-

ern California and Southern Oregon. While in Oregon, he visited with Fred Richards, former member of "Our Gang". This makes "Doc's" second trip to Oregon and he is just as enthusiastic as ever and is hoping that he may some day live in such a wonderful country.

Geo. Singer and wife spent a delightful day one Sunday last month seeing the sights at Catalina.

Sam Cohn and Joe Latona, Division Two representatives at Vernon Yard, were members of a party which drove to a ranch near Escondido, where they opened the dove season by bagging the limit.

E. Shaw is the proud possessor of a new Majestic radio, with which he hopes to listen to the World Series.

G. V. Lendy recently traded his old Ford in on a Locomobile Sedan, with which he expects to go places and see things.

W. Slade will not be sorry when his vacation ends, due to being under the doctor's orders on account of sickness.

"Scotty" Carmichael is back to work again after his vacation, which he spent seeing Catalina Island.

Leland Lee has returned from a weeks vacation spent in Yosemite Valley.

DIVISION THREE

H. Wescombe, Machinist, is still off on sick leave, but expects to be back on the job soon.

S. Tucker and family spent a very enjoyable Sunday last month visiting Catalina Island.

G. F. Treneer and family spent their vacation at Mammoth Lake, where they had a very fine time even though fishing was poor.



L. Tucker, Repairman, Division Three Mechanics and his friends from Salt Lake City went on a fishing trip recently on a barge off San Clemente. The top string has 32 bass and the lower two strings 42 barracuda. These fish were caught in five hours.

DIVISION FOUR

Geo. McCay has returned from a two weeks vacation, spent in just resting and a few drives to the beaches.

J. Inman and family spent Labor Day at Huntington, where they had a very enjoyable time.

Geo. Mawby has returned from a two weeks vacation spent in fishing and swimming at Redondo Beach.

DIVISION FIVE

For some unknown reason nothing unusual seems to happen at Division Five Mechanical. We are sorry to have to disappoint our subscribers, but we are in hopes that some day one of the personnel of this division will do something out of the ordinary. Maybe we'll get real news! Who knows?

Anyhow, VOTE "YES" ON AMENDMENT 4, NOVEMBER 4th.



H. I. SCHAUBERT

Joe Ovard is back at work again after two weeks spent trying to find out what was the matter with him.

On Louie Schmidt's recent trip through some of the western states, he was attacked by a mad dog, while standing perfectly still on a busy street in Las Vegas. The dog must have been mad, because Louie certainly was—after the attack.

Another switch in work train crews finds Elmer Mitchell back on a day work train again. He bumps Charlie Plume back into the north-east corner of the little derrick with absolutely no opposition.

Frank Bache is completing a very creditable job of interior decorating in the Vernon Yard office.

Herman Liebelt attended the closing of the summer racing season at Agua Caliente, on the first day of his vacation. The big hearted bookies furnished Herman with sufficient funds for an enjoyable vacation and a desire to return when the ponies start again in November.

After spending a rather lively evening at Claude Simmons house not long ago, Carle Heffington was relieved of one of the steering wheels by his wife who drove home down the center of the street instead of the left hand side that Carle was attempting to navigate. Your wife certainly takes good care of you, Carle, but don't let her talk to Cal Simmons afterwards.

Pat Jinks has asked to be relieved from further duty on downtown work. He fears permanent injury to his eyes. He was forced to wear dark glasses while putting in the special work at Seventh and Grand and now he is bothered with a dislocated neck, along with the eye strain, on account of the double deck coaches on Eighth Street.

Two new radios are now on test in the Track Department, the Fleming and the Shelton. As is usually the case in any innovation, the lurid details are now being set forth. Cold facts regarding the real merits of these machines will not be available until Fleming and Shelton get caught up on their sleep.

Walter Capps, Switch Repairer, is spending his vacation in Yosemite Valley and adjacent scenic points. He reports a splendid time and plenty of snow.

VOTE "YES" ON AMENDMENT 4, NOVEMBER 4th.