

# TWO BELLS



## A Merry Christmas

To every one, both large and small  
A Merry Christmas to you all.  
May Santa Claus be sure to find  
Your house, and then be doubly kind.  
May joy and gladness fill your heart  
And make the day a day apart  
For happiness and much good will  
And then forget to send the bill.

—George H. Murphy



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TWELVE



## Greetings From Our Chief



*To Officials and Other Employes of the  
Los Angeles Railway:*

**T**HE approach of the holiday season affords me the pleasure of extending to you and your families my heartiest Christmas Greetings and of assuring you of my sincere appreciation for your loyalty and cooperation during the past year in keeping the service going under trying conditions.

Those employes who contact the public during the holiday season, have the privilege of passing along to our patrons the courtesy and friendliness that constitute the real spirit of Christmas. Hard times can not take from the abundance of those who have the will to give smiles and good-natured service in their day-to-day work.

I sincerely hope that the New Year will bring to each one of you happiness and prosperity and that it will strengthen the tie of loyalty and mutual interest that for so many years has bound this great organization together.

May every member of the big Los Angeles Railway Family have a Merry Christmas and may 1932 bring us all success and good health.

*President and General Manager.*

### What Is Your Age?

Age is a quality of mind:  
If you have left your dream behind,  
If hope is cold,

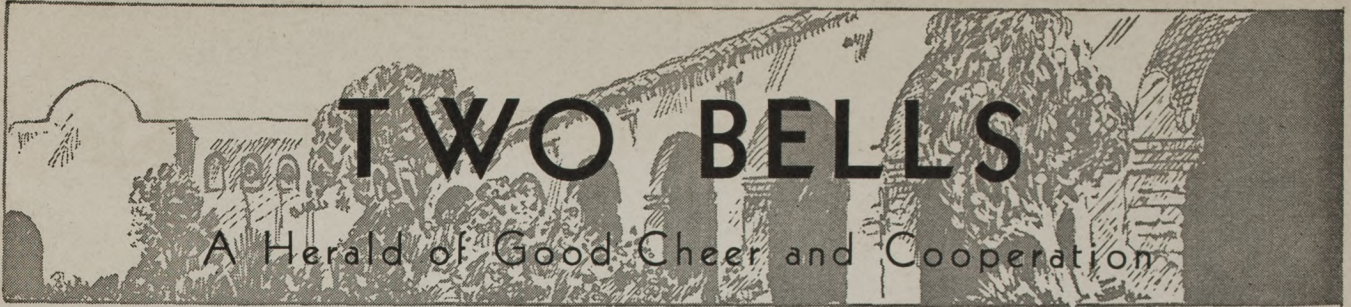
If you no longer look ahead,  
If your ambition fires are dead—  
Then you are old.

But if from life you take the best,  
And if in life you keep the jest,  
If love you hold;

No matter how the years go by,  
No matter how the birthdays fly,  
You are not old.

*(Selected.)*

*The Staff of Two Bells  
wishes to extend the season's best greetings  
to all its readers.*



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Volume Twelve

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Number Twelve

JANET C. McNEILL

Publicity Manager and Editor

## Poster Campaign Response Gratifying

The occurrence of three holidays during the first two months of the poster program has caused a disarrangement of the normal schedule of display. As on Thanksgiving Day, the posters for Christmas and New Year will be displayed at all points during the week of each holiday. This necessitates some irregularity in the exhibition of the other posters, but after January 1st they will appear in the regular order originally planned.

Following the showing of the first two posters, suggestions to the number of seventy-eight were forwarded to the main office. Practically every department of the Company was represented.

It is gratifying to note that a preliminary examination of these suggestions indicates that before the suggestions were drafted much thought evidently had been given to most of the subjects under consideration. It is the carefully thought out idea that will have the best prospect of receiving an award.

Study each poster. For example, take No. 11, "Mighty Small, But Mighty," scheduled to be displayed at operating divisions and the main shops December 7th. Think of the "little things" that may be done better. Then if you think of any way in which the method of doing the little things can be improved, write those ideas on one of the suggestion blanks. The "little thing" may become a bigger and more important thing as the result of your thought and ingenuity.

## Burlington Job Complete

Track work on Burlington Avenue from Venice Blvd. to Hoover Street was completed on December 2.

DECEMBER, 1931

## GIVING TIME

**C**HRISTMAS is coming! How the eyes of every child in the land brighten at these words! Lots of grown-ups thrill too, at the magic word—Christmas.

Of all the holidays, Christmas has the most enchanting charm. The skies are bluer at Christmas time; the stars are brighter; hearts are warmer; heaven is nearer.

Christmas time is "Giving" time.

Not all can give gifts that are measured in gold, but all can give those gifts that are measured in kindness and friendship to our fellow man.

Men and women with Christmas shopping on their minds are inclined to be careless in their hurry. Let us exercise extra care in the business of transporting them to and fro.

## Noise Reducers For Car Wheels

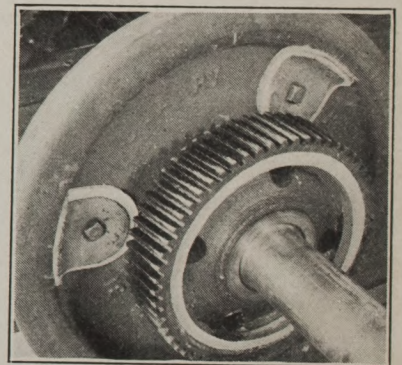
By WALTER C. BROWN

*Asst. Supt. Car Equipment*

The elimination of noise on street cars has been a problem with street car companies for a number of years. For the past three years our Company has made various experiments, and has adopted two methods, which have proven very successful.

On all car wheels leaving the main shops, six pads are bolted securely to the side of each wheel. These pads are of composition rubber belting,  $\frac{3}{8}$ "x5"x7". A  $\frac{3}{16}$ "x5"x6" steel plate is used outside each pad, so shaped as to draw the pad under the tread and flange of the wheel, and fastened with a  $\frac{3}{4}$ " machine bolt. A wooden plug fits between the bolt and wheel.

On gears a cast steel ring is used. This ring is cast to fit under the face of the gear, and the underside is cored  $\frac{1}{4}$ " deep. This is spot welded to the face of the gear, and the cored sec-



Street car wheel equipped with deadening pads and gear with steel ring filled with lead.

tion is filled with lead.

We have found that these pads together with the lead take the ringing noise out of the wheels. It is on the same principle as the hand placed on a bell, it deadens the ring.

## Group Lineup in Contest

The third month of the Sixth Safety and Courtesy Contest has closed with some surprises.

At Division One, Group 6, which was carrying the pennant at the end of the second month, somersaulted itself to a rear bench, while Group 5 which had not figured in the first two months returns at all, forged to first place with a handicap of two points against it.

At Division Two, Group 4 still holds the lead by its lonesome, though one black mark is chalked up against it.

At Division Three, Group 1 and Group 16 still maintain the lead with clear records.

Group 19 retains the crown at Division Four with no points lost.

The best Division Five has to offer is Group 12 with four points against it.

There is one more month yet to go and it is a hard one for the Christmas rush is on. At the time of going to press, Divisions Three and Four together have three clear groups and the betting is on as to which of the three will be entitled to sing the victory anthem on December 31st. Here's how they stand:

Division No. 1	Group 5, lost 2 points
Division No. 2	Group 4, lost 1 point
Division No. 3	{ Group 1, Clear Group 16, Clear
Division No. 4	Group 19, Clear
Division No. 5	Group 12, lost 4 points

### IN 1890

The world's greatest automobile mechanic was working in a bicycle shop.

A millionaire hotel man was a bell hop.

America's steel king was stoking a blast furnace.

A railroad president was pounding a telegraph key.

## Complaints Take Big Drop

November complaints show a splendid decrease from those registered for October. There were only 106 in November, 39 less than the 145 charged against October.

Four classifications—Carrying Passengers Past Stop, Dangerous Operation, Short Change and Service—remain exactly the same as for last month, while every other classification shows a decrease. There were only 13 Discourtesy complaints in November; October had 22. Fare and Transfer Trouble decreased by 13, November 39 against October 52. Starting Too Soon has 2 less, and Passing Up Passengers 4 less, than for October, and only 17 Miscellaneous complaints were made in November instead of the 28 as in October.

Comparative figures are as follows:

Classification	Oct.	Nov.	Loss or Gain
Discourtesy	22	13	-9
Fare and transfer trouble	52	39	-13
Starting too soon	12	10	-2
Passing up passengers	13	9	-4
Carrying passengers past stop	6	6	0
Dangerous operation	1	1	0
Short change	9	9	0
Service	2	2	0
Miscellaneous	28	17	-11
Totals	145	106	-39

### Commendations Gain

Commendations made a slight gain with 4 more in November than in October—November 57, October 53. The number of men commended at each Division was: Division One, 7; Division Two, 15; Division Three, 25; Division Four, 8; Division Five, 13.

## Exchanging The Old For The New

By J. C. COLLINS

Supt. Meter-Mileage Department

In checking over the October meter reports I was pleased to note the good work of the extra men. The extra men at Division One equal the work done by the regular men. The extra men of Division Two are but one point behind the regular men.

The regular men of Division Three are far ahead of the extra men in correct operation. This is also true at Division Four except on Line "P" where the extra men make a better showing than the regular men. The extra men at Division Five make a better record than the regular men of that Division. One would assume that the man who works a run regularly could do it better than the one who works it occasionally.

Do not allow yourself to become careless in correct operation because we are approaching that season of the year which calls for our best efforts; which always reminds me of a speech for they say a speech should have a good beginning and a good ending. You can fill in between with whatever you wish.

On New Year's Day we made a glorious start and we are now nearing the happy, joyous ending with but little thought of how we filled in between. Our A. M. and P. M. rush hours are valuable but what really counts is what we do in between.

Now, as we are about to finish one year and start another, a few suggestions may be in order.

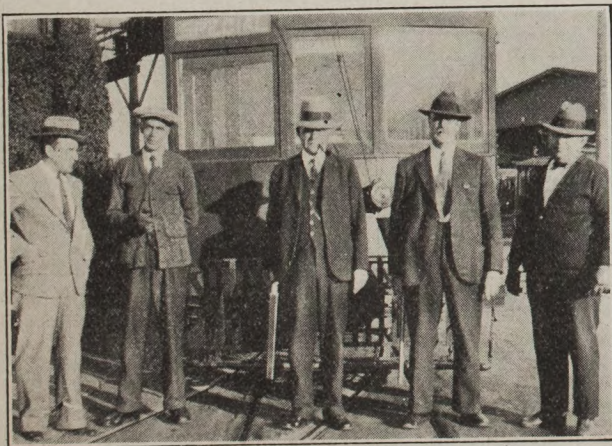
During rain or heavy fog keep windows clear; run slowly through deep water; exercise care at switch points; and control speed of car so stop can be made within range of your vision.

Use sand as if using it for your follower. Keep the track from becoming slippery by sanding short stretches.

We hope to have crowds on our cars. There will be congestion on the streets. People will be filled with the spirit of the times, and, as there are various kinds of spirits, be on your guard.

This is the time of year when your training counts. Courtesy, safety and service on the part of the conductor, and strict adherence to the principles of correct operation on the part of the motorman, will carry us safely through.

Wishing you and yours a very Merry Christmas and a Happy, Prosperous New Year, multiplied many times by starting each new day as gloriously as you do the New Year, and finishing it as joyously, for what really counts is what takes place between the start and the finish.



Time—6:40 A. M.  
M.

Place — Division  
Three.

Subject — "The  
Guardians of the  
Kale."

Reading left to right: Cash Receiver Kindell; Motorman A. R. Miller; the Two Musketeers—Jim Hardin and Harry Trabue; on the extreme right, gentle-men, none other than Clerk Harry Gilmore who bends the rail while enroute to the depository. In the background, the "money wagon."



Tower crews with trucks and reel trailer, making replacements at Macy and Alameda Streets. On top of rear truck, left to right: Charles Colen and Lawrence Leusch, Linemen; C. G. Woelker is the driver of the rear truck, though he is hard to see in the picture, as are W. T. Smith and Julius Linares, drivers respectively of the middle and front trucks; R. E. Baker is atop of the tower on the right; James Whitehouse is on the ground, flagging; Leo Maag, Lineman, has his hands on the wire reel.

## Meeting Problem of Replacements

Extract from article by

L. B. YEAGER, Supt. of Lines

The Los Angeles Railway system consists of approximately 385 single track miles of trolley wire overhead, not taking into consideration the miles of spur and car house circuits, transmission lines, feeder cables, telephone circuits, etc. It is divided into seven line inspection districts, with inspection based on the volume of street car passages along lines in each area. The No. 1 section comprises the business district and, being the heaviest traveled area, requires more frequent inspection than sections in the intermediate or outlying districts.

When trolley wire is to be replaced on lines which are over paved or surfaced streets, the wire reels are mounted on a long reel jack mounted on a four wheel trailer. This jack is arranged to carry three full reels of 3/0 trolley wire with each reel position being equipped by a spring board breaker which has a concave wooden shoe attached to the board and which feeds directly over the reel drum and directly on the wire. Each wire is fed off the bottom of the reel and through an individual hole in a drag block fastened to the rear end of the reel trailer. An even tension is maintained on the brake by means of a set of four inch pulley blocks attached to a ring in the upper end of spring board, with the lower hook of the pul-

ley block fastened to a ring in the floor of the trailer.

Among the many problems the Line Department has to meet is the one of moving houses. There is an average of from two to seven houses moved each night, varying in height from eighteen to thirty feet. Many times the building being moved is of such height and width that the entire overhead has to be taken down and laid along the curb to allow clear passage-way.

## New Track on West Ninth

B. H. Eaton, Engineer of Way and Structures, has started the reconstruction of track on West Ninth Street from Union Avenue to Park View. This track was installed in 1909. Standard 116-lb. rail will replace the old 72-lb. 6 in. rail and new paving will be laid.

## Caltech Students Visit Shops

The South Park Shops were visited by Professor Sorenson and about thirty students of the California Institute of Technology. The party spent about two and a half hours in inspection of our Shop activities.

Professor Sorenson and his pupils were instructed in the detailed operation of multiple unit control and air brake equipment as illustrated in the instruction room by our own "Prof." W. T. Brown, General Foreman of Car Houses.

## Coming Back

We are glad to report that Charlie Netz, Chief Clerk to Engineer of Way and Structures, is recovering rapidly from a serious illness and at the time of going to press, was expected to return to duty in about a week.

## Standing of Trainmen By Divisions

The Safety and Courtesy standing of motormen and conductors of the various divisions during the month of November, 1931, is as follows:

Division	Loss of Courtesy		Loss of Safety	
	Motormen	Conductors	Motormen	Conductors
One	1	1	16	1
Two	0	0	9	1
Three	1	0	14	2
Four	0	1	12	2
Five	0	0	10	1
Totals	2	2	61	7

Safety operators are listed as motormen.

# Important Points For Instructors

By DAN HEALY  
Chief Instructor



The instructors for the past month, in addition to helping the motormen improve their operation, have been assisting the conductors toward a more uniform method of doing their work. The cooperation received thus far has been pleasing,

and if this fine spirit continues nothing can prevent our conductors from getting to the top notch class.

Instructors, when riding with conductors, will pay close attention to the following points, and will instruct when they deem it necessary:

A. Appearance.

B. Bell signals and watching steps, especially in curves.

C. Fare collections. Making change. Examining transfers and tickets.

D. Giving information.

E. Getting passengers to move forward in the car, or up into the car off steps or buffers. Successful conductors are getting passengers forward by speaking directly to them when the car is standing.

F. Fare box. Keeping inspection plate clean. Too much money in box before registering it. Leaving money in box for relief man.

G. Calling streets and transfer points.

H. Keeping unused transfers in box.

I. On rear end leaving terminals, and being alert at all times for intending passengers, especially from connecting coaches or cars.

I put "Appearance" first on the list because the personal appearance of a trainman is the first impression a passenger receives of the Los Angeles Railway Company.

Bell signals should only be given as per rules and given promptly when safe to do so. Prompt action along this line prevents step accidents and working a hardship on the motorman.

Watch the steps as car starts, and always in curves as per Rule No. 81.

Transfers and tickets are not being examined as closely as they should be.

Too much time is being allowed when issuing transfers or coach tickets. Transfers are being offered instead of waiting for passengers to ask for them.

Children of paying age are getting by without paying fares.

It is not necessary to go into detail regarding the foregoing list, other than to say that a little more understanding of rules, a little more thought for the passenger's comfort and rights, and a little more thought of the Company's interest will make life easier and more pleasant for all.

## Mail Early

Uncle Sam is sending out a bulletin with instructions about mailing Christmas packages and particularly impresses upon everyone that it is necessary to mail Christmas packages early to insure delivery before Christmas Day. Shop Early! Wrap Carefully! Address Plainly! Mail Early! says Uncle Sam in large letters.

## DEMERIT CLASSIFICATIONS FOR 1932

1. Abusing equipment.
2. Accidents.
3. Ahead of time.
4. Away from position (a) on front end talking to Motorman.
5. Appearance (personal).
6. Bending or backing against trolley pole.
7. Bells (a) without observation, (b) too soon, (c) before called for.
8. Blocking traffic.
9. Carrying passenger past stop.
10. Calling for bells too soon.
11. Clerical errors (a) meter or report cards, (b) trip sheets, etc.
12. Collision of cars (a) with vehicle, (b) with pedestrian.
13. Dangerous operation (a) rough operation.
14. Derailing car or splitting switch.
15. Discourtesy.
16. Doubling electric switch.
17. Excessive speed.
18. Failing to make accident report.
19. Failing to protect car in curve.
20. Failing to report to Dispatcher promptly (a) accident, (b) delay.
21. Going against traffic signal.
22. Improperly signed car (a) dash sign, (b) T. R. numbers, (c) lights.
23. Improper operation at R. R. Penalty 1 day in Instr. Dept. without pay.
24. Leaving car unattended.
25. Leaving terminal ahead of time, (b) late.
26. Missing out or missing relief.
27. Not calling streets.
28. Not sounding gong (a) before starting, (b) 30 sec. before leaving terminal.
29. Not making safety stop.
30. Opening exit gate too soon (b) side gates open or not closing same.
31. Passing up passengers, (a) leaving passengers.
32. Reading.
33. Seated at improper time.
34. Starting car too soon, (a) without bells from Conductor.
35. Smoking, (a) chewing tobacco.
36. Unnecessary conversation.
37. Unnecessary hand collections.
38. Violating road space.
39. Wasting power.
40. Miscellaneous:
  - a. Accepted School ticket—no book displayed.
  - b. Broke glass in door.
  - c. Double punching transfers.
  - d. Failed to secure witnesses.
  - e. Grouped before proper time.
  - f. Missing fares.
  - g. Not looking back through car—Conductor on ground.
  - h. Not examining transfers.
  - j. Not throwing off for overheads.
  - k. Stopped with steps over traffic button.
  - m. Turning seats too soon.
  - n. Unused transfers left on car.
  - p. Ventilators closed.

## Larys Hopeful For First Place

The Los Angeles Railway Bowlers are still fighting hard for first place in the Broadway House League. At present they are tied with the Schmit Shoe Shop for second place and second place is just one point under the lead which is held by the Mecca Sweet Shop.

The results of games played since the last issue of "Two Bells" are:

	1st	2nd	3rd	Tot'l Pts.
Nov. 2—				
Ideal Cleaners .....	820	731	786	2337 3
L. A. Ry.....	763	776	725	2264 1
Nov. 9—				
Harris Fords .....	723	748	723	2194 0
L. A. Ry.....	779	762	807	2348 4
Nov. 16—				
Pratte Jewelers .....	714	747	794	2255 2
L. A. Ry.....	826	728	730	2296 2
Nov. 23—				
Mecca Sweet Shop .....	794	719	754	2267 1
L. A. Ry.....	755	783	860	2398 3

Ed Fleming is one of those fellows who like to see everybody feel good and, of course, he likes to feel good himself. So just to be sociable he stole a little of George Riggs' thunder through this series and topped George's high game of 207 by one pin, for a total of 208.

Games scheduled between this and the next issue of "Two Bells":

December 14, Harris Fords.

December 21, Pratte Jewelers.

December 28, Mecca Sweet Shop.

January 4, Schmit Shoe Shop.

All games played on the Broadway Alleys at Manchester, at 7 P. M.

## Rewarded for Ingenuity

Albert Normand, Millman at the Shops, has been made an award for devising a jig for turning the center out of dust guards for journal boxes. Normand's method is a great time saver over the old way of manufacturing this jig by sawing them out with a band saw.

## Square and Compass Club Doings

A meeting of the Club will be held Saturday, December 21st, at 8 P. M. on the second floor of the Masonic Temple, Pico and Figueroa Streets.

The entire evening will be devoted to an entertainment program donated by Mrs. C. L. Johnson, Studio of Dramatic Art, Glendale. For the purpose of buying a medical wheel chair for the Orthopaedic Hospital, a silver collection will be taken up during the evening.

Families and friends of members are invited.



First row: Emma Blossil, Captain. Second row, left to right: Lois Driskell, Florence Breeze, Manager, Muriel Bell, Edna Ashdown. Last row, left to right: Frances Pike, Irma Watkins, Elsie Burch, Kay Yavenditti and Kay Withers.

## "Tokens" Warming Up For Season's Play

The first meeting of the Girls' Basket Ball Team was held on September 28th for the purpose of electing a manager and a captain. Florence Breeze, Manager, and Emma Blossil, Captain, were unanimously re-elected to the same positions they held last season.

Practice started early in October with only four of the girls from the old team participating.

"The Tokens" met the Title Guarantee Team on their home grounds at Echo Park for a practice game and came off victorious with a score of 26 to 7.

Another practice game is scheduled for December 8th with the Pacific Mutual Life Insurance Company team at the Belmont High School.

The line-up of The Tokens is as follows: Guards: Irma Watkins, Lois Driskell, Kay Withers; Jumping Center: Frances Pike, Elsie Burch; Running Center: Florence Breeze, Muriel Bell; Forward: Kay Yavenditti, Emma Blossil, Edna Ashdown.

The only place for a hit-and-run driver is on a baseball diamond.

## Writes Song Hit

A brand new fox trot hit, written by Harry Nordmark of the Superintendent of Car Equipment Office, has been recorded by "Sunny Brooks and His Orchestra" and can be heard by requesting the song "All By Myself" on a phonograph record at any radio station which has record broadcasting hours. Harry is the writer of the waltz "Dream Rose" and will be glad to have his Los Angeles Railway friends pass judgment on his latest song.

## Veterans' Club News

On November 18th the Los Angeles Railway Veterans Club held their first highly successful dance.

The next dance will be on December 9th at Patriotic Hall, 1816 South Figueroa Street, at 8:00 P. M.

At the first convention of the Canadian Legion in California, held at Sacramento November 14th and 15th, the Commander of the Club, W. S. Culver of Division One, was unanimously elected to be Historian of the State Command. This was in recognition of his valuable services as Editor of the Official Bulletin of the Los Angeles Post.



## BOUQUETS

### Praise From the Navy

For (1) Conductor H. A. Beals of Division Three from John D. Wainwright, Captain, U. S. Navy, Commanding, as follows: "I boarded Car 'A' at Sixth and Hill and, being a stranger, asked the conductor to please let me know when I arrived at a certain destination. The conductor's number is 400 and he was so considerate and courteous I feel that I should bring it to your attention. He was unusually accommodating and certainly created a favorable impression."

For (2) Conductor T. J. Mulrine of Division Three from Jack Ward for his courtesy as well as attention to duty; for thanking every passenger for the fare paid; for calling every street plainly; for helping women on and off the car; and for alertness at

all times for the welfare of his passengers.

For (3) Conductor H. E. Tetreault of Division Five from Alberta Rex, Mary Purdin and Frank Mahoney, all employes of the Walter H. Leimert Company, for being so pleasant, accommodating and efficient.

For (4) Motorman W. H. Roper of Division Four from Mrs. S. W. Welch who greatly appreciated his courtesy in stopping his car when he saw her running for it, thereby saving her distance, time and the necessity of waiting for the next car.

For (5) Conductor F. W. Baker of Division Two from Miss Kate Sawin for extreme kindness in assisting her off the car as she writes she is rather lame and not young and appreciates the attention.

For (6) Conductor V. B. Jones of Division Two from Fred E. Fellows for efficiency in looking after the interests of patrons and for consideration in making it possible for him to catch the car.

For (7) Conductor G. W. Sterrett of Division Two from Marie A. Stearns for universal courtesy to all passengers and for his exceptionally fine courtesy to an elderly woman in helping her on and off the car with her packages.

For (8) Conductor C. C. Ditter of Division Four from Sarah B. Cohen for his outstanding courtesy and helpfulness in assisting passengers.

For (9) Conductor G. Frith of Division One from D. Bonoff for lending him a token to pay his fare with when he had boarded the car without his money.

For (10) Conductor R. L. Edwards of Division One from E. Stewart for his courteous, kindly aid to an elderly woman passenger on the car.

For (11) Conductor M. S. Thomas of Division One from Emma Newkirk for kindness and helpfulness to passengers.

For (12) Conductor J. T. Little of Division Two from Mrs. Walter A.



Withdraw for: "(1) because he called every stop in a clear voice, loud enough to be heard; (2) he called transfer points telling the place the other line went; (3) when a person asked him to notify them when they reached their street, he did not forget and take them a block or two beyond; (4) his cheerful and courteous manner when he was asked how to reach a certain point, and his clear directions of where to go; and (5) his cheerful help in assisting elderly or lame people, or women with children, on or off the cars."

Conductor Little was also commended by John P. Morrow who wrote that this conductor's sunny disposition and splendid qualities prompted him to write in commending him for being extremely courteous to his passengers and doing all in his power to make them comfortable while riding with him.

For (13) Motorman B. F. Taylor of Division Three from D. M. Mears who rode on the front platform of this motorman's car and noticed two tiny children wandering on the private right-of-way. Motorman Taylor stopped his car without clamoring his gong, quietly left the car, took the two youngsters by the hand and escorted them to the sidewalk and safety.

For (14) Conductor C. V. Judd and (15) Conductor R. L. Carpenter, both of Division Three, and (16) Conductor C. Frilot of Division Five, from Martha Bergh. Conductor Judd is commended for holding his car for her when he saw her running for it after he had given the go signal. Conductor Carpenter for tenderly assisting an elderly woman from the car to the sidewalk and instructing her which way to go on a rainy day. Conductor Frilot for his considerate manner in handling an overdue transfer.

For (17) Conductor F. C. Buhles of Division Two from Mrs. Stella Newman for his courtesy and kindness and for his pleasant manner to women and children.

For (18) Conductor H. G. Morganthall of Division Three from J. R. Steers for his courtesy and pleasant nature.

Conductor Morganthall is also commended by Mr. McMorrice for kindness and his pleasant manner in helping him on and off the car.

For (19) Conductor W. H. Vogwill of Division Four from Mabel L. Wright of the Department of Commerce of the Los Angeles High School, for advancing her fare when she had left her purse at home.

For (20) Conductor T. C. Wiley of Division Five from T. C. Whitmore for carefulness and safety in handling his passengers, especially the older people.

For (21) Conductor M. J. Angel of Division Three from Mrs. Bessie E.

Peak for particular consideration of two elderly women, one of whom had made the wrong transfer. Conductor Angel kindly told her what to do, even as to which side of the street to stand on. He also called every stop and at no time did he show impatience.

For (22) Conductor L. F. Bonnett and (23) Motorman M. M. Moore of Division Two from Jay H. Gregory for courtesy and consideration.

For (24) Conductor F. Baglieri of Division Five from Mrs. Stella Newman for courtesy and his kindly and pleasant manner to all.

For (25) Conductor O. L. Dunn of Division One from Annie C. Cowen for his carefulness and marked courtesy to all passengers.

For (26) Conductor J. Pewitt of Division Three from Mrs. Harry R. Pearson for special kindness to her.

For (27) Motorman W. A. Stebbins of Division Three from Frank H. Schaeffer for his consideration, courtesy and good will.

Motorman Stebbins is commended also by Arthur Bearnth for his kindness in several times waiting for him to reach the car from the bus, and for consideration to elderly people.

For (28) Motorman J. H. Miller and (29) Conductor W. O. Butler, both of Division Three, from E. E. Lindley who wrote: "While I was getting on a 'W' car at Second and Broadway I dropped a package and did not miss it until the conductor came and very courteously handed it to me and told me that the motorman on the 'E' car following saw me drop it, picked it up and gave it to the Conductor of the 'W' car to give to me. I wish to commend this conductor and motorman for their honesty and courtesy."

For (30) Motorman C. Robertson and (31) Conductor W. D. Grimes of Division Four, from W. S. Norway who said that through no fault of the company his wife and slipped on the step and hurt her leg and Conductor Grimes carefully helped her on the car. Within two blocks Mrs. Norway became faint and Motorman Robertson stopped the car, took her into a drug store and purchased and paid for spirits of ammonia for her, which was greatly appreciated.

For (32) Conductor A. C. Beck of Division One from Chas. P. Hill for an act of courtesy seen from Mr. Hill's office window. Operator Beck assisted an elderly woman off his car and clear across to the opposite side of the street to the sidewalk where she would be safe from traffic.

For (33) Conductor W. A. Steele of Division Five from E. E. Gullick for being exceptionally courteous, pleasant and helpful at all times but especially during the crowded time of day.

For (34) Conductor F. J. Bevis of Division Three from Mrs. N. A. Higgins for courtesy to an elderly woman

and for calling streets loudly and distinctly so all passengers could hear.

For (35) Motorman J. A. Limes of Division Five from Mrs. Esther Cadis for courtesy in helping a woman with a small child and bundles off the car and across the street.

For (36) Conductor W. V. Forbes of Division Three from Miss Sarah Smith for courtesy in helping a woman with a baby and two large bundles from the car and across the street.

For (37) Conductor W. R. Nichols of Division Five from C. R. Hampton for creating a friendly feeling among his passengers.

Conductor Nichols is further commended by Chester A. Truesdell for his willingness to give car directions and his general treatment of patrons.

Again Conductor Nichols is commended by J. B. Anderson for always being pleasant and agreeable and for trying to the utmost to promote a friendly feeling with his passengers.

For (38) Conductor C. E. Stevens of Division One from Harry R. Bullock for courtesy and honesty in the finding of Mrs. Bullock's billfold.

For (39) Conductor E. W. Park of Division Two from S. E. Bayard for exceptional courtesy in thanking each passenger for his patronage.

For (40) Motorman F. J. Cimmino of Division Three from Mrs. Domenico Centi for courtesy in directing a passenger to the postoffice and for assisting her off the car when she got there.

For (41) Conductor C. A. Jenks of Division Two from Miss Kate Sawin for assisting her from his car and for holding up automobiles until she was safe.

For (42) Motorman F. McQuish of Division Two from Mrs. Emma R. Lang for courtesy in holding the car when traffic was difficult to get through.

For (43) Conductor H. L. Zimmerman of Division Three from Miss Sarah Smith for exceptional courtesy in reminding a passenger to pay her fare when she had forgotten it.

For (44) Motorman H. E. Granger of Division One from Mrs. Pauline W. Derby for holding his car while she transferred from another line, and for carefully watching traffic and protecting his passengers.

For (45) Motorman K. G. Morris of Division Five from Kenneth Burr for special courtesy to an elderly woman who had boarded the wrong car.

For (46) Conductor C. A. Cavin and (47) Motorman D. S. Pagliassotti, of Division Two, from J. C. Mahaney for courtesy in holding their car and assisting her to board it when an elderly woman transferred from another line.

For (48) Conductor L. B. H. Meek of Division Three from Alice Young

for cheerfully greeting everyone with a smile and politely helping passengers on and off his car.

For (49) Conductor H. S. Mink of Division Four from Mrs. H. Milner for courteous assistance to herself and child.

Conductor Mink is also commended by Professor Byron T. Smith for his courteous and efficient manner in giving desired information as to how to reach points, and for his pleasant manner in handling his passengers.

For (50) Conductor J. A. Weathers of Division Five from C. A. Hase-meyer, a former trainman with this company, for his extreme courtesy in returning a lost article after the thirty day time limit for claiming it was past.

Conductor Weathers is commended by Louis V. Landau for paying his fare when he forgot his money.

For (51) Conductor X. Bryan of Division Two from Mr. and Mrs. B. Clark for courtesy and helpfulness in directing them.

For (52) Operator O. B. Harrison of the Motor Coach Division from John W. Solomon for always considerably stopping at Larchmont and also at Vermont to see if any passengers from cars on those streets wish to transfer to his coach.

For (53) Operator A. E. Johnson of the Motor Coach Division from Mrs. M. Stiefel for special courtesies shown to herself and others on his coach.

Operator Johnson is also commended by Mrs. C. R. Troth for permitting her to get off the front end of the coach instead of having to walk to the rear. Mrs. Troth says she is old and never sure she could walk to the rear exit while the car is in motion and therefore appreciates Operator Johnson's courtesy in letting her get off by the front door.

For (54) Operator C. H. Lawson of the Motor Coach Division from F. M. L. for setting his brakes and helping a blind woman passenger across the boulevard.

For (55) Operator R. J. Corbett of the Motor Coach Division from R. F. Bradley for the courtesy and kindness shown to a "little, old, badly crippled lady."

For (56) Operator M. W. Cook of the Motor Coach Division from Hazel E. Lytle for exceeding courtesy and kindness in waiting for her to make a connection from the Pacific Electric every day.

For (57) Conductor F. S. Leon of Division Three from Miss Willetta Wheat for his unflinching courtesy to elderly women in particular; for efficiency and for his clear, distinct enunciation when he calls out the streets.

For (58) Conductor W. G. Brooks

## Work on Monte Vista

Work has begun on Monte Vista Avenue, replacements being made in various places from Avenue 50 to Avenue 60. This is a major job.

## New Grade on Rampart

Tracks will be relaid and paving done on Rampart Boulevard at the intersection of Third Street at the new grade as soon as the contractor has finished his portion of the street work.

## Recovering

Miss Sophia Schupp of the Purchasing Department has been very ill, but "Two Bells" is in receipt of the good news that she is much better and able to be up around.

of Division Four from Mrs. M. L. Forry for helping herself and another elderly woman with a suit case.

Conductor Brooks is also commended by Ruth Rogers for quick action and kindness for rescuing a belt she dropped unnoticed.

For (59) Conductor A. C. Freeman of Division Four from Mrs. H. Sorin for paying her fare when she boarded his car without her purse.

For (60) Conductor R. H. Gamble of Division Three from Mrs. Marie L. Fletcher for especial courtesy to his passengers.

For (61) Motorman R. C. Lawson of Division Five from H. W. Covert for slowing his car up so passengers could board when he was held up by a passing automobile.

For (62) Conductor J. M. Hawley of Division Three, (63) Conductor F. J. Donnelly, (64) Motorman L. R. Thompson and (65) Conductor E. G. Kohler, all of Division Two, and (66) Conductor D. W. Ryan of Division Five, from Catherine Van Vleet. For Conductor Hawley for especial kindness in helping her to board his car and in giving her information; for Conductor Donnelly for usual attentiveness toward all passengers and for helping her on and off his car; for Motorman Thompson for kindly giving her information as to where she was at night; for Conductor Kohler for giving service with the "cheeriest, most friendly smile that I ever received from a stranger"; and for Conductor Ryan for courtesy in helping her off his car.

For (67) Conductor D. A. Kuykendall, (68) Conductor A. Nielson, (69) Conductor G. R. Whitney and (70) Conductor J. E. Bohler, all of Division Three, from Clifford D. Bills for special kindnesses shown him when riding on their cars.



## LARY LAFFS

Motorists are people who pay a gas tax to build highways to get off of when they meet a truck.

Jones (calling Smith over telephone): "Can't you come over tonight?"

Smith (answering Jones): "Oh, I can't, I'm washing my B.V.D.'s."

And just here the operator accommodatingly remarked: "I'm ringing them."

## ANNA

A university student, when sitting for examination, was asked to compose one verse of poetry including the words "analyze" and "anatomy". He wrote:

"My analyze over the ocean,  
My analyze over the sea,  
O, who will go over the ocean  
And bring back my anatomy."

## PAGE MR. JIGGS

Smith, the druggist, had lost his wife—she ran away with another man, so he inserted the following in the newspaper: "This is to notify the man who so kindly relieved me of my wife that I can supply him liniment, arnica, salve, bandages, absorbent cotton, iodine, sleeping powder, and crutches at very low prices."

Julia: "And at the end of his letter he put a couple of X's. What does he mean?"

Hilda: "Simple girl! It means he's double-crossing you."

## THEN JONES LOOKED FOR THE EDITOR

Says a Colorado newspaper—  
She was married in Evansville, Indiana to John J. Jones, and to this union were born three children.

A telephone operator can never be classed as a knocker—she's always plugging for somebody!

Professor: "Ah, my boy, you must have used much patience to capture such a string of fish."

Boy: "No sir, I used worms."

Give the Eighteenth Amendment time. Look how long the Ten Commandments have been trying.

## POKER PLAYERS

Husband (reading the latest about radio-television): My word! This opens up some wonderful possibilities, dear.

Wife: Yes, my love! Won't it be nice for me to be able to sit here and watch you working in your office when you're kept there at night.

She: "You seem to think more of your old radio than you do of me."

He: "Well—I get less interference."



# BIRTHS

When the Division Four news for this issue failed to arrive on the scheduled day, intense anxiety pervaded the editorial sanctum. With all other Division news on hand and the copy ready for the printer, the excitement was reaching a state of mild hysteria when buzz-z-z went the phone. "This is Knittle speaking," came the voice. "Gee, I couldn't help being late with the news. Please don't be angry. I couldn't get to it. Something awful happened. I mean awful nice. Gee, you ought to see it. A new baby girl. Seven pounds and five and three-quarter ounces. It came November 24th and we'll call it 'Marilyn Jane'." At this point, the editor's enthusiasm almost equalled that of Knittle. Congratulations were heartily extended and Scribe Knittle was granted two more days to compile the Division Four news.

\* \* \*

J. N. Allan, Conductor of Division Two, announces the arrival of Nicol Craig Allan on November 6th. The new son and his mother are doing nicely.

\* \* \*

Conductor and Mrs. Geo. Loftin announce the birth of a baby girl, born November 10th, weight eight and one-half pounds. The little lady has been named Lorene Faye. Division Three extends congratulations.

\* \* \*

Conductor Joe Cresto of Division Four announced the arrival of a charming baby girl November 9th. The little lady pulled the scales down to the six pound and eight ounce mark and the happy mother declared its name shall be "Beverly Jean."

\* \* \*

Wednesday, November 18, 1931, was one big day for Motorman C. J. Hart of Division Five following the announcement of the arrival of an eight and one-half pound baby boy. Both mother and little William Stafford are doing fine. Congratulations Mr. and Mrs. Hart.

\* \* \*

Motorman C. E. Turner of Division Five, is the proud daddy of a bouncing baby girl, whose arrival was announced on Sunday, November 22, 1931. Her name is Ethelyn Irene and both mother and baby are doing fine. Congratulations Mr. and Mrs. Turner.

\* \* \*

Jack Choner of the Los Angeles Railway Motor Coach Department reports a nine pound one ounce baby girl at his home. This husky little

girl's name is Sally Ann. Mother and daughter are doing fine.

\* \* \*

W. C. Adams of the Los Angeles Railway Motor Coach Department is the proud father of an eight pound boy. Walter Louis was born November 15th and is growing fine.

\* \* \*

J. W. Betrué of the Los Angeles Railway Motor Coach Department tells us that Jeneatte Arlene, who weighed seven pounds six ounces arrived at his home October 2nd. He says it has taken all this time to decide on a name for such a sweet little girl.

\* \* \*

Mr. and Mrs. Clyde Holland of Division Four Mechanical are the proud parents of a seven and one-half pound baby boy. Mother and baby doing fine. Congratulations Clyde.

\* \* \*

This announcement is a little bit late but our double congratulations go with it. A bouncing baby boy was born on November 1st. The proud father is Paul Abbey of the Blacksmith Shop, South Park Shops.



# WEDDINGS

Alonzo R. Duncan, Division Two Conductor, and Miss Marcella Kleine were married on November 2nd, and are making their home at 640 South Avenue 60. Congratulations and many thanks for the cigars.

\* \* \*

A. T. Cameron, Motorman of Division Two, and Miss Ada Katherine Lush were married on the first of November. Congratulations.

\* \* \*

Conductor W. D. Gordon, of Division Two, and Miss Catherine Rousseau were married on the seventh of November. Three weddings in November beats the June crop by three.

\* \* \*

Congratulations and best wishes are extended to Conductor Roy A. Anderson of Division Five. "Andy" was married to Miss Hope Eloise Donovan, daughter of Mr. and Mrs. Pat Brooks, of this city, on Sunday, November 15, 1931. Thanks for the smokes Andy.

\* \* \*

Sanpo Cambell of the Garage Department was married October 30th to Miss Emma Williams of this city. The wedding was held at the Los Angeles Spiritualist Church at 1607 East 32nd Street. The wedding party then retired to their new home at 4507 Ascot Street where a lovely dinner was served. The happy couple offer many thanks for the gift from the groom's co-workers. Congratulations.

## Telephone Change

Do not forget the change in the Main Office telephone prefix. Effective Sunday, November 29, 1931, telephone prefix was changed from WESTmore to PProspect. Make the change in your rule book by pasting in PProspect 7211.

## On Sick Leave

Guy Campbell of the Schedule Department has taken a few months off to recover his health. A card was received from him from Nogales, Arizona, but he said it was cold there and he thought he would go to some place where the climate was milder. He said he was feeling much better. Mrs. Campbell is with him on the trip.

## Old Timers Pass Away

Albert Rafferty, who has been in the service of this company since 1895, passed away on November 30th at the Methodist Hospital. Mr. Rafferty was the victim of a traffic accident, being run down by a truck at Seventh and Spring Streets, presumably while making a transfer.

Requiem High Mass was celebrated at St. Vincent's Church on December 3rd at 9 A. M. by Father O'Malley. Monsignor Conaty was an attendant on the altar. After the Mass, Father O'Malley gave a short talk in eulogy of the deceased. There was a large attendance from the company, especially of old timers, by whom Mr. Rafferty was held in high esteem.

Albert Rafferty was born in Ireland and was first employed by this company as watchman at the old steam power plant at Sixth and Central. He has been at Division One since 1916.

Mr. Rafferty is survived by three sons and two daughters.

\* \* \*

Conductor Johnny Robinson, of Division Five, passed away on November 14, 1931. He was born in England and entered the service of the Los Angeles Railway on June 7, 1907, and for three years was Division Foreman. He is survived by his wife, a son and a daughter.

## Appreciation

Gratefully acknowledging and thanking you for your kind expression of sympathy.

Mrs. Ida Mae Robinson and Family.

To All Employes of the Transportation Department:

As the year draws to a close and as we approach the Holiday Season at the end of this trying year, I wish to try, in my feeble way, to express to you all my heartfelt thanks for the wonderful support you have given me during the year 1931.

The Transportation Department as a whole has probably fared better than any other department during these trying times. However, certain restrictions of privileges granted in the past have had to be curtailed on account of the economic situation, and I have not heard one complaint from a member of the Transportation Department when these steps were necessary. All have striven to do their best, and for your efforts I am indeed grateful.

To members of other departments who have given wholeheartedly their support and assistance to the Transportation Department, I also wish to express my sincere thanks and to wish all the merriest of Christmases and a happy, most prosperous New Year.

*R. B. Hill*

Manager of Transportation.

## Accidents Decrease Witnesses Gain

Only two months this year have had fewer accidents marked up against them than the total of 1097 for November. July had 988 accidents and August 1029. There were 49 accidents less in November than in October which had 1146.

Witnesses per accident for the entire system made a slight gain over October, but Divisions One, Two and Four fell below their average witness per accident record for October. Divisions Three and Five made gains. The relative positions of the Divisions for November are the same as for October.

Comparative witness averages per accident for October and November are shown below:

October	November
Div. 4.....7.01	Div. 4.....6.57
Div. 3.....5.81	Div. 3.....6.36
Div. 5.....5.04	Div. 5.....5.84
Div. 2.....4.69	Div. 2.....4.33
Div. 1.....4.47	Div. 1.....4.17

The total number of accidents for November was 1097; for October 1146.

The total average witnesses per accident for all Divisions was 5.30 for November and 5.26 for October.



**Division  
One**

H. N. COLE

Some days everything seems to go wrong with a fellow, no matter how careful he is. A couple of weeks ago, Conductor J. P. Carson forgot his glasses and could not finish his day's work without them. When he came back to turn in, he found that he had forgotten his locker key. That obstacle overcome, he suddenly remembered that he had left all his cash and tokens in his other coat pocket, and that coat pocket was far away in Belvedere. After that everything passed off very nicely for the rest of the day.

With his voice lifted to a pitch that qualifies him as competitor in a Kentucky hog-calling contest, Conductor M. C. Perl has returned to his duties and is prepared to enter any kind of contest with anybody. M. C. lost his voice several months ago and it took three operations to recover it.

For years Motorman B. B. Baker has had an early run, one that pulled out around four thirty. After being off for over seven months he naturally lost his run, and while awaiting an opportunity to reestablish himself, he is working a run that pulls out about six o'clock, but he still gets down at the same time, about an hour and a half ahead of time, and seems to enjoy it.

Due to make relief at Seventh and

Central, Motorman L. Burnett arrived just in time to see his car glide softly by. With sixty-five cents in his pocket, he hailed a taxi, and just as the indicator registered a sum equal to the sum his pocket contained, he pulled up alongside his car and the motorman to be relieved, John Haeberle, was all smiles.

Motorman B. B. Darnell, who has been confined to his home for several weeks nursing a severe case of lumbago has returned to his duties.

It was Armistice Day and Conductor F. E. Shuler figured that there should be at least one more machine on the highway, so he laid off the p.m. part of his run and drove to Palmdale and back by supper time. He said he would have gone farther on, but for a high wind that met him at that point and forced him to switch back.

Conductor C. N. Reddick who has spent considerable time in the hospital during the past two years, is out and working again. He says, judging from the way he feels, his hospital days are over. He is looking well and regaining his strength rapidly.

We are glad to have Conductor Paul Cross of Division Four back with us, and at the same time regret the losing of Conductor Ben Loar, who goes to Division Four, the two having traded a few weeks ago.

Motorman Charlie Roberts who has been on the sick list for several months is recovering. At present he is flagging out on Burlington Street, where some special work is being done, and hopes to be back on his run some time soon.



**Introducing**  
**Richard Hestor,**  
 son of Operator  
**A. J. Hestor of**  
**Division One. He**  
**was one year old**  
**when this picture**  
**was taken.**

On account of his health being run down, Conductor O. N. Haggard gave his machine the gun and took off gracefully for Arizona, where he will remain for several weeks.

Conductor O. Arguello remains on the sick list. Nothing definite has been learned as to the nature or extent of his illness. There is a vacant place at the pinochle table which no one but O. A. seems to be able to fill.

Motorman George Ker is listed among those who are ill. Here is wishing him a speedy recovery.

It is reported that Motorman George Arnold is out of the hospital and is on the road to recovery.



## Division Two

H. F. NELSON

Conductor M. L. Davis spent two weeks near Prescott, Arizona, during the quail season and reported having real good luck, bagging the limit every time he went out.

We regret very much to hear that R. Long, former motorman at Division Two, passed away about two months ago from a heart attack.

Here's a dandy on our friend John Rhodes. Several days ago along towards early morning Mrs. Rhodes heard a commotion in the chicken coop, and upon investigating she discovered two nice fat hens to be missing. But Tex Bourland claims that John left the gate open and the chickens went back home.

All will be interested to know that Motorman O. J. Lamm is improving as

well as can be expected. On the morning of October 25th, he was struck by an auto while riding his bicycle to work, and has been at the Methodist Hospital since that time.

Motorman G. Schultz spent the month of November resting up for the Christmas rush.

After seeing some of the pictures that Conductor L. Barkley sent back from Texas showing watermelons half as tall as himself, we are wondering whether or not he will be able to get back in time to start work when his leave is up.

Frank Nimz dropped in to see the boys the other afternoon and is as cheerful as ever, and says his arm is getting along fine. He was injured about two and one-half years ago.

Since U.S.C. poured it onto Notre Dame Motorman F. C. Sommer is very glad that he did bid in a seven day run in the last general shakeup. But here's hoping that some day he will use good judgment and pick a winner.

We are very glad to see Conductor A. A. Burlingame and Motorman W. R. Kitson back at work after being on sick list for a month.

Remember there is a bulletin board showing the doings of the L. A. Ry. Veteran's Club. Better watch it for the date of the next dance. All who attended the one on November 18th had a wonderful time.

Conductor F. B. Slaughter is sporting a Model "A" Ford Sedan, having traded in his Buick Four. He says he's afraid that some day he might get a cramp in his foot and the darned thing will run away with him.

Conductor F. Burke and his wife were driving along with not a care in the world when another machine turned them over at Fourteenth and Broadway, damaging their machine to the extent of \$68. Fortunately the other party was protected by insurance and Burke is having his gas buggy all fixed up free of charge.

"Keep your mind on your work" is the motto which G. C. Saylor is going to live up to in the future. The day before Thanksgiving he was using a cutting torch and turned around to talk to some one when he passed his hand in front of the torch, and that flame works fast. It will be several days before he will be able to return to work.

Motorman L. E. Wheaton caused a near riot amongst the extra men who were shining when he appeared in the waiting room during the cold spell in a long sheep skin coat.



## Division Three

L. VOLNER

At the recent meeting at this Division, and we understand at others, John Collins paid the conductors of Division Three a very high compliment. The boys appreciate same and feel that it must be deserving coming from one who knows the game as does Mr. Collins. The thanks of all the conductors to Mr. Collins.

Motorman-Line Instructor C. T. Morgan, in trying to move a bewildered motorist from off the rails, pounded his gong so vigorously that he injured his foot to such an extent that he was forced to be off duty for several days. Next time one of them gets lost on the tracks Mr. Morgan says he will lead him off.

In trying to board a car pulling out of the barn Conductor J. J. Olexo misjudged the speed of same and took quite a tumble, which caused him to be off duty for about a week. If he had obeyed the sign posted on each car, "passengers are forbidden to get on or off a moving car," he would have saved himself much suffering.

Some of the boys, several Sundays ago, were complaining about the rain, and others phoning in trying to lay off, which, so he says, caused Conductor Jarvis Phillips to recall such a morning in 1884 when he came down for his run and the water was three feet deep in the car yard and the clerks in the office had to wear hip boots. A Mr. Jeffries wanted to build his home on the corner of Dayton and Cypress but got tired waiting for the water to go down, the reason his home is on that little hill.

Do you know Jarvis?

Motorman Kelsey is back on the cars again—just couldn't stay away.

Our Superintendent, Geo. E. Ferguson, was the lucky one at one of the Eagle Rock theatres and held the number which gave him his Thanksgiving turkey.

Wanting the space in the assembly room which was occupied by the mirror for the new posters, the mirror was placed outside where each one can give himself the once over as he enters and see himself as others see him.

The boys of Division Three sympathize with Conductor J. W. Allen over the death of his father.

During Thanksgiving, Motorman J. W. Reynolds and family visited relatives in Bakersfield.

Thanksgiving has come and gone, and the turkeys are all disposed of. The boys of Division Three are all anxiously awaiting Bonus Day, Christmas and New Year's. All realize they are exceptionally fortunate in having their jobs, even though the depression has caused quite a few in Los Angeles to suffer hardships.

Motorman J. L. Goulet spent a week resting at home during the month of November.

The motormen of this Division are all highly elated over the showing made during the month of October in the power saving. Only a few remain in the red,



This cute pair of twins belongs to Conductor E. V. Kennedy of Division Two. They are Leslie Vernon and Elsie Rosa, age two and one-half months.

and they are expected in the next few weeks to join their more fortunate brothers who have made the required average. It can be done.

A very noticeable thing has occurred since the drive has been made on proper operation and that is the reduction in the number of accidents. Both conductors and motormen are on their toes and there are but few cases where improvement has not been made. The number of "falling in car" accidents has been reduced this year very materially, but there is yet much room for improvement. Easy starts and stops on the part of the motormen and more alertness on the part of the conductors, especially where elderly people are concerned, will practically eliminate this type of accident.

Motorman F. L. Hutchison combined business with pleasure and visited friends in Bakersfield during the last of the month.

Motorman J. Hughes fell, while running for a moving car, and suffered a badly sprained ankle. He resumed duty the last of the month.

Rather early, but this will be the last issue of "Two Bells" this year, so we wish each one a very Merry Christmas and a Happy and Prosperous New Year.



## Division Four

C. J. KNITTLE

Clang! Clang! Clang! Clang! Clang! It was at First and Alameda. The monstrous locomotive of an outbound train was clearing the way. Buzz-z-z-zit went the automatic traffic signal and First Street traffic came to a shrieking stop. Two minutes passed. The last coach was click-clicking across. Buzz-z-z-zit went the signal again and traffic opened. Dang! called a motorman. Swish! Swish! went the green flag. Bing! called another. Dang! Dang! Swish! Swish; Bing! Bing! and both cars shot across. Confusion reigned for a minute. The auto congestion was heavy. Autos in the lead were trying to make left turns. Autos behind were crowding up with a chorus of honks, gr-r-rawks and sol-do-mi-la's. Finally traffic cleared. Another east bound car and a west bound car pulled up, got their signals and sped away. Flagman P. M. Leatherberry returned to his seat in the shanty. It was Sunday morning, November 1st. "The Sabbath doesn't mean anything to traffic at this corner," he mused, "but, thank goodness, I can do my work in safety here on the sidewalk." Swash! Bish! Splosh! Blam! Cr-r-rash! went the shanty door and half the windows. Blood was trickling from a gash in Leatherberry's forehead and several cuts on his face and hands. Outside, an auto lay smashed against the corner building. Around the corner, the machine it collided with had crashed through a barber shop and stopped against the chair. An ambulance rushed Leatherberry away. He had little to say but we venture to state they'll not get so close next time.

It's almost impossible to get a good news article about Conductor A. C. Free-



There's no end of cute little kiddies in the Los Angeles Railway family and this time we introduce a serious little two year old tot, Edith Scherzer whose daddy, D. Scherzer, is a Division Four Conductor.

man but here's one. Mrs. Freeman was visiting her sister in a nearby city one Sunday recently and A. C. had lunch in a restaurant on Hill Street. Just as he emerged from the place, the "C" car he was scheduled to make a relief on flew by. So A. C. grabbed a taxi and chased it up the line. "Hello, Mr. Freeman," greeted the conductor as he climbed aboard, "What's the big idea?" Freeman blushed. "I guess I misjudged my time." "You certainly did," replied the conductor, "You're an hour ahead of time."

Motorman L. A. Starkey who was loaned to Division One for Birney service November 5th has been permanently transferred to that Division. Motorman C. T. Moon also transferred to that Division recently for Birney service.

The meetings November 5th in which Mr. Rod Wiley, E. R. Dye and Johnnie Collins spoke were thoroughly enjoyed and we would be pleased to have them with us again.

After a serious illness and operation which kept him on the sick list for three and a half months we are glad to welcome back Motorman Bob Deucher.

A new schedule is now in effect on Line "N." Two runs were added.

A light attack of flu put Janitor Bill Culley on the sick list for seven days starting November 10th.

Conductor Davidson is still smiling about an old gentleman who boarded his car, compared his watch with the air gauge dial and remarked he was three minutes slow.

A beautiful thirty-seven piece set of silverware was presented our recently married Foreman, B. B. Boyd by the Division Office staff and "nearby" departments. The trainmen presented B. B. with all the pieces needed for a complete silver dinner service.

Switchman Fred Seega left immediately for Troy, N. Y., when he received word November 11th that his mother was very low.

Well, gang, that's about all. We are now in the big month of the year and all set for the good old bonus check but let's not forget we are also started in the new bonus year with a nice clean sheet below your name and mine and that your success and my success depends entirely on how easily we can make each rule a habit.

IT IS A PLEASURE AT THIS TIME TO GREET OUR SUPERIORS, CO-WORKERS AND FRIENDS AND EXTEND THE SEASON'S GREETINGS.



## Division Five

FRED MASON

Well, with the general choice all over, we find eleven extra conductors and eight extra motormen with regular runs, and everybody's happy.

One of the big highlights of the general choice was Conductor R. I. Burton not forgetting to be there. He did, however, forget to take his machine home.

Conductor O. S. Briley is back on the job after six weeks vacationing at home with the folks in Mangus, Oklahoma. Briley says he had a wonderful trip both ways and a great time while at home.

Motorman L. W. Schoffner returned from his five weeks hunting trip at Camp Wishon and reported a wonderful time. Schoffner got the limit, one of which was a large four pointer.

Ex-motorman George Gearhart writes from Aumsville, Oregon, where he has a ranch, and says he is getting along just fine and sends his best wishes to all the boys.

We received a visit from "Dad" Fisher a few days ago and he's the same old "Dad." As per usual he trimmed all the pinochle champs and went home happy.

Motorman Gerald Cook has been off since October 31st and drove back to visit his folks at Earlham, Iowa. He'll be back on the tenth of this month.

Conductor "Chick" Trager got back just in time for the general choice after spending four weeks with his folks in Modesto, California. "Chick" said it was plenty chilly up there and he was plenty tickled to get back home again.

Don't forget, boys. We are now in the last month of the Safety and Courtesy Contest. Teams Number 12 and 14 are setting a hot pace with only three and four points, respectively, against them. Keep your eye on the scoreboard and watch your step.



Here is the family of W. R. Nichols, Conductor at Division Five. Starting at the left we have Junior, Marion, Russell and Norma.



# Shops

JACK BAILEY

The sympathy of the entire force is extended to Truck Shop Foreman, Harry Longway, upon the death of his sister, Mrs. Louis Sauter. The interment was held at the Calvary Cemetery, November 7th.

E. E. Wing of the Upholstery Department, has been absent some few weeks on account of sickness, but will be back with us soon.

Homer Green, an ex-employee, was reinstated as Janitor of the Carpenter Shop, filling the vacancy left by William Smith, who was transferred over to the Paint Department.

Carpenter H. V. Campbell suffered an injured ankle but is back on the job with a slight limp.

W. D. Smith, of the Mill, is so fast he shut the door on his own hand, thus having a few days rest.

Bradley: "Clear and cold, no rain in sight."

Nutter: "Cloudy weather, with light showers."

Another Armistice Day has come and gone. The Shops were well represented by our Shop list of ex-service men. Prominent among those we wish to mention our friend Luther Griffiths, Clerk of the Electrical Repairs Department, whose stories of the "Front" are told in such convincing manner that we are forced to believe him. Among his many medals we take note of one in particular that bears the inscription G. R. After some concentration we have the two words "Griff Ran." Anyway he is a good fellow and we like him with or without his decorations.

Robert Smith, Electrical Repairs Department, has graduated from an old Ford Roadster to a Ford Coupe, and now to a Chevrolet Coupe. His business is picking up.

Any suggestions for sleep walking will be appreciated by our friend W. V. Cook of the Machine Shop. Cook, upon hearing the call signal for the crane, slowly shook himself into action and sauntered up a twelve foot ladder to enter the crane cabin. Having some difficulty in locating the door knob he opened his eyes to find himself on the verge of stepping off into space, the crane at that time being operated by C. Lock at the other end of the building.

M. Willer, of the Winding Room, being a good sport, took single chances on punch boards from two of his friends for a Thanksgiving turkey. Having no intentions of winning one he went to the market and bought a nice bird for the wife to prepare, when lo and behold both his friends announced him their winner. Tough luck I say.

The cold weather is setting in and we find C. Dennell and H. Eimer, of the Electrical Repairs Department, having their telephones reinstalled. It's so much easier to phone the Boss that you are sick than it is to go out into the rain and cold winds, these mornings. For the

real motive of these phone ideas see Ed Brimm and get an ear full.

Forming a conspiracy the following Electrical Repair Men huddle around a loaded cigar! A. Gerrard, Ed Brimm and C. Dennell, the supposed victims being in the form of W. J. Martineau and Robert Adams. The real victim, an innocent bystander and a friend of Adams, exit friend.

What the well dressed Thanksgiving dinner table should wear—see Jack Dickens of the Blacksmith Shop.

Blacksmith Foreman Joe Gordon, was in to see the boys last month and is looking much improved.

J. Bladel, of the Blacksmith Shop, made himself conspicuous by his absence the day after Thanksgiving. His excuse was the old Essex, but we have our suspicions.

Painter John Bonsall was doing an a-la-figure-eight on a hard water court and suffered an injured ankle. He has been laid up some time now and soon will be trying it again.

Our friend B. Cinnamond, former Clerk of the Truck Shop, was in to see the boys last month. He is feeling fine and has put on considerable weight.

Switchman H. Lock and A. Perez joined forces and enjoyed a trip to the border for a little stimulation on account of the cold weather.



# Motor Coach Division

J. H. McCORNACK

All who were able attended Mr. Anderson's suggestion meeting and expressed themselves as being glad to entertain more speakers of that calibre.

H. L. Lerner and R. W. Gay issue a bowling challenge to any two other men working for the Company for a series of five games, total pins, for what have you.

We are sorry to hear of the death of J. G. Wheeler's wife who passed away on the 25th.

J. E. Hill is the authority on aeronautics of the Division. His one delight would be to get Al Johnson up.

Al Brehm has purchased a gas saver for his Essex and with it came the Lord's Prayer printed on the head of a pin. Between the two of them his car will almost run.

Cash receiver "Si" Slocum is on sick leave. He expects to be back soon. Al Johnson is pinch-hitting for him.

E. C. Teel and R. W. Long are with us again after each of them have had almost a month's illness.

G. C. Pauling cured his illness by having his teeth extracted and is back on the job.

Sciatica has kept W. T. Rowe off work for over two months. We hope he will be back soon.

G. H. Filer has undergone a successful appendicitis operation and feels fine now. "Chump" Davis is working Crown Hill now by proxy.

G. Goehler has retired undefeated from



Miss Ruth Eileen Sullivan, four year old daughter of D. J. Sullivan, Assistant Engineer of the Garage Department, in her Hallowe'en dress. This little girl is as cute as she looks.

chess for a while. He has found a lot of moves to make out on Crown Hill.

D. Scannell just can't decide whether to get his cap cleaned or buy a new one.

Hard luck seems to be following Jack Thornton. He lost his teeth and couldn't stand the jar on the platform and thinking he couldn't afford to be off work asked to operate. As he was not used to it he had an accident on his first trip which cost him his bonus.

The boxing gloves are resting for a while now since S. F. Smith renewed the scab on Robinson's nose.

R. L. Griffith is taking flying lessons so that he can fly to San Francisco to play the part of Pedro Gonzales in the Blue Monday Jamboree.

Pop Gay is getting tough and tougher. He is talking about challenging "Tiny" Compton.

W. C. Davis and G. Goehler get quite a kick out of listening to C. Gregory tell about the winners of the football games. That's right. Rub it in.

C. Brinkham is seriously considering taking a course in navigation in order to stay on the proper route.

Red Swain got his saddle out of "hock" recently. Now for an electric horse.

## GARAGE

Jimmie Summers of the Battery Room is off work with a broken toe. He came in to visit and it happened that each one he met asked him the same questions "What's the matter with your foot, Jim?" "How did you break it?" "How is it getting along?" till they almost broke his morale. At last a person has been found who is tired of telling about his "operation."

When good looking men were called upon to occupy the front seats at our meeting, J. Jackson started for the front but when he saw Jimmie Deam was going forward he immediately stepped aside.

Dean Ovard will bet \$200 that he can drive to Little Lake in three hours and forty-five minutes, that is if you will wait till he sells some stock to get the money, and Scotty will call it if he can get off work to go to the bank.

R. Wildung's little boy received a broken leg when run over by an automobile while playing in front of his home. He is getting along nicely.

Ray Anderson likes ripe tomatoes for lunch but not externally.

Dorothy Rankin had a ticket for the

Stanford game on the twenty-yard line—twenty yards beyond the end zone.

A. Jackson cut a deep gash in his hand when the porcelain handle broke while closing a faucet. A couple of fingers do not work the best yet but we hope they will be all right.

A pal told N. Lane the score was 12 to 0 in favor of St. Mary's so he rushed to his pal, Baker, and bet on them spotting 12 points much to his sorrow. Nice pals.

Dean Ovard bought an old fender for a dollar. He had to. The Ford stopped quicker than he did.

Farmer "Bill" Craig's pigs all ran away so he came back to Los Angeles to look for them.

H. West is so proud of his Essex that he has put Chrysler hub caps on it, buffed off the name plate, had the radiator chromium plated and bought a new radiator cap.

"Bill" Baker was raised to the shoulders of his pals and paraded about, but they couldn't raise his spirits after U. S. C. made that field goal.

There is talk of putting on a Twin Coach run to "Gravy Acres."

John Marvel won the raffle of an electric clock but when he got home it had turned into a couple of boards.

That fellow with the new glasses is Wm. Powell.

That fellow walking around very carefully the other evening was W. Aldrich.

It is thought Jimmie Deam is going to China by the way he wears his hair.

F. Hitchner is on the sick list with a bad throat.

The boys are letting Scotty wear their coveralls the first time to tighten them up.

North Winston was successful in finding a manager. They say she is a good one.

Horace Franklin is thought to be going bear hunting. He was seen with a piece of heavy artillery.

Fred Hall and Marvin Davies are residents of the west side now.

Troy Ake tells us that he had duck for Thanksgiving as he caught one in the yard. What yard?



H. K. CONACHER

#### DIVISION ONE

Ralph Lathrop has purchased a new Oldsmobile Sedan. He will probably start gathering in the rabbits from now on.

Harry Ogden and Tom Lambert went on one of their famous hunting trips up around Taft after quail, but, as they were very scarce had to be satisfied with one jack rabbit.

We understand that our Relief Watchman Wilbur "Skeeter" Welch has undertaken to learn the gypsy language. How come "Skeeter?"

#### DIVISION TWO

"Doc" Mullins' Chevy was involved in an accident last month which resulted in Doc, his wife and little granddaughter, being pretty well shaken up but, fortunately, none of them were seriously hurt

nor was his car damaged to any great extent.

Jack Knight entertained his brother who was visiting here from Detroit, Michigan, last month.

We were happy, indeed, to have our old friend L. Martin drop in and pay us a visit last month. "Mart" says he is getting along fine and he certainly does look it.

W. S. Cohn and J. Scottle, with a party of friends, went forth to bag the limit of quail on the opening day, but due to the weather all they got was a good soaking. Better luck next time, boys.

That disappointed and disheartened expression on Joe Latona's face is traceable directly to South Bend, Indiana. What a pronounced effect sixty little seconds can have on some of our dispositions.

H. T. "Babe" Brown celebrated Armistice Day by parading with the boys. What a treat for the girls, to see that big handsome soldier from Mexico!

On a recent visit to the Methodist Hospital, we found that A. H. Bromilow was getting along fine after his recent operation. Arthur wishes to be remembered to, all the boys and hopes to be up and around soon.

#### DIVISION THREE

W. Wickwar, First Groupman, and A. O'Brien, Repairer, are, at the present writing, patients in the Naval Hospital at San Diego. We all join in wishing them both a speedy recovery.

Chas. Artist, Painter, is still on sick leave and we are very sorry to hear that he is not doing so well. Drop in and cheer him up.

L. Harryman is a pretty busy man these days. So far we have been unable to find out when or where the event will take place, but anyway, we all wish them a long and happy married life.

#### DIVISION FOUR

J. W. Melvin was amongst the many who were cheated out of a bag of quail by the weather. He brought back a load of mud and two rabbits. Better luck next year, Joe.

We have always been given to understand that J. Campbell was pretty lucky at picking the winning football team, but now we have good reasons for doubting this.

Geo. Mawby has joined the "soft-food brigade," but he says that as soon as he gets his new store teeth he is going to make up for lost time.

Roy Scudder has found out that coming to work with a black eye and an excuse that he ran into a door, did not go over so good.

#### DIVISION FIVE

Mrs. M. Gordon, wife of I. C. Gordon, Foreman, is at present in the Queen of Angels Hospital, recovering from a recent operation. We all wish for a rapid recovery.

Wheeler is now wearing a splint on one of his big toes due to his having dropped a brake cylinder on it.

A. Anderson is the proud owner of a new Chevrolet Sedan.

After having been on sick leave for

two weeks, Wm. Lund and O. Schmitt are again back on the job.



H. I. SCHAUBERT

The past month has been rather hard for Switch Repairers. Walter Capp's house was burned. Frank Griffith and Bill Cohn were injured when struck by an automobile. Arthur Zillig had to work in place of Frank Griffith while Frank was on the injured list, and Frank Eley worked alone while Arthur was on night duty.

However, all's well that ends well. The insurance company is rebuilding Walter Capp's home. The knots on Gaines' head are rapidly returning to normal, and Frank Griffith will soon be as sound as ever. Arthur Zillig has suffered a great deal from loss of work and Frank Bradley has been able to do all his work just as he pleased working alone.

L. L. Hargrave is the new Watchman on the excavator which has been working on the Burlington Avenue job.

If present plans are carried out, Joe Hagerman, Pat Jinks, Bob Gates, Connolly and Charlie Shelton, with men and much equipment, will soon be working on West Ninth Street which is to be reconstructed from Union Avenue to Vermont.

L. F. Sparks was late coming down to the office the morning that the coming Trojans returned home, and reported that he had been very ill the night before. All the rest of us in the office, however, got plenty of kick listening to the heroes return as broadcasted by breathless radio announcers.

B. H. Eaton reports very good success on a recent duck hunt. Blame his poor luck on a borrowed gun. The alibi don't go. It was my gun.

Al Weberg and Carle Heffington have been working nights for the two or three months, are back on duty again. Carle says his wife hardly notices him.

Jack Glover must be very fond of turkey hash. He asked for a three day layoff following Thanksgiving.

Sam Bevilacqua, the Scotch Worker, talked his family into believing that they were all too fat and now they are on a diet. Sam, however, did not include himself and does his best to get some generous friend about lunch. That's no way to overcome the diet, Sam.

### Division Assignments

To Division Two: Motormen Albert Stad, B. Tallant; Conductors W. Pattinson, J. L. Mortensen.

To Division Three: Motormen Kelsey, B. R. Wagers; Conductor C. Bassett.

To Division Five: Conductors Richardson, Albert Cox, H. G. M. M. A. Rasmussen, H. W. Ritter, Thomason, G. F. Fuller, M. J. T. son, R. H. Wallace.