

TWO BELLS

THREE GATES OF GOLD

If you are tempted to reveal

A tale some one to you has told
About another, make it pass—

(Before you speak) Three Gates of Gold—

Three narrow gates; first **is it true?**

Then **is it needful?** In your mind
Give truthful answer. And the next

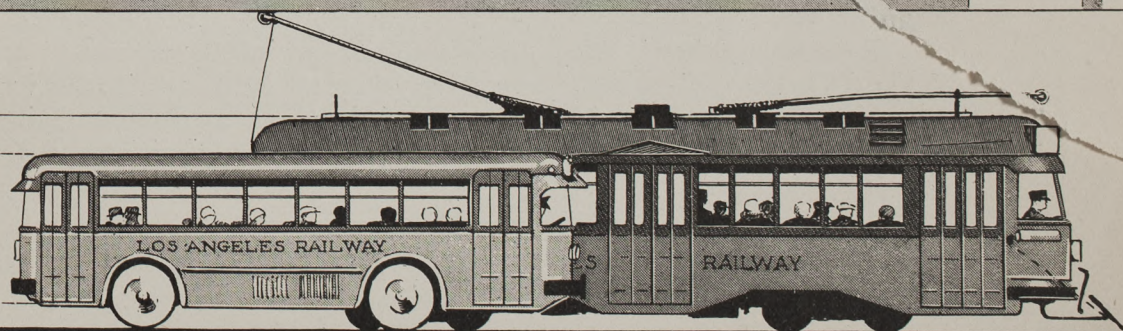
Is last and narrowest, **is it kind?**

And if, to reach your lips at last,

It passes through these gateways three,

Then you may tell the tale, nor fear,

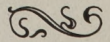
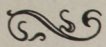
What the result of speech may be.



VOLUME
TWELVE

FEBRUARY
NINETEEN THIRTY-ONE

NUMBER
TWO



FEBRUARY'S FAMOUS MEN

FEBRUARY is replete with birthdays of famous men — Washington, the Father of our Country; Lincoln, the Savior of our Country, and Lindbergh, the Ambassador of Goodwill.

The glorious achievements of Washington in the trying, formative days of our Republic are unquestioned and have won him undying fame.

We must not forget the generous heart and steadfast courage of Lincoln, the great Emancipator, who laid down his very life that the Union might be preserved.

And we pay homage to Lindbergh, America's Ambassador of Goodwill, who quietly wings his way into the affections of his countrymen and cements our international friendships in new channels of commerce.

Perhaps no three men in history have done more for a nation than these outstanding figures.

WHAT DO YOU TRANSFER?

CONDUCTOR, I forgot to ask for a transfer!" A deep scowl and the wolf in conductor's clothing growls and says: "Why didn'tcha ask for it when you paid your fare?!" and this static is often accompanied by other uncomplimentary remarks. Ofttimes, during these little episodes of street car life the conductor will purposely hesitate in giving the requested transfer, adding to the embarrassment of the patron who is guilty of forgetfulness.

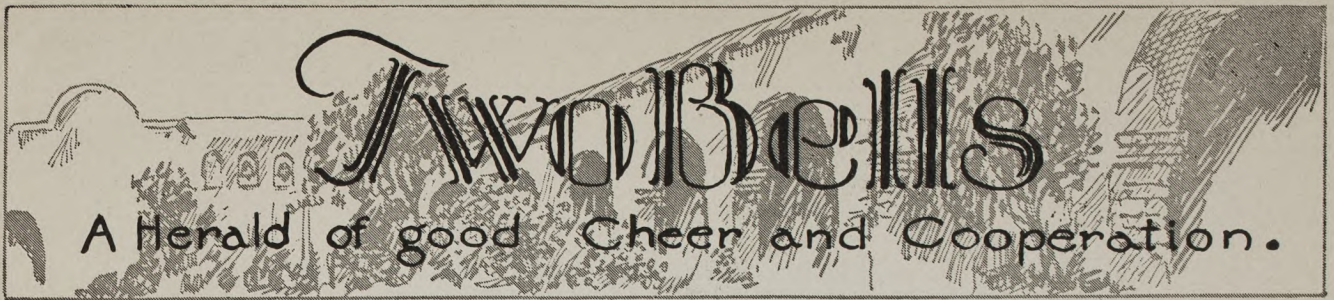
We are not contending that transfers should not be asked for when the fair is paid, but when a passenger has forgotten there should be nothing but a pleasant smile when the transfer is requested. Nothing is to be gained by growling over it.

Our company gets numerous complaints as the result of discourtesy in connection with transfers, and every complaint hurts—hurts to the extent that loss of patronage often results.

After all, what does an argument get any of us? Ninety-nine times out of a hundred we are probably right, but what good does it do us when, by winning the argument, we lose a patron or make an enemy?

Remember that it takes two people to get into a quarrel or an argument. An old Dutch saying that "when two quarrel, both are in the wrong", rings true through the ages. Absent yourself from an argument and you do two things; win your own self respect and inflict the punishment of silence on the other fellow.

The riding public looks to every Lary employe as a reliable source of information—let us not disappoint them.



Published Monthly by and for Employees of the Los Angeles Railway

JANET C. McNEILL
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Publicity Manager
Editor

Improved Service In Line Changes

Closely following the inauguration of Lines Nos. "3" and "4" changes in Lines "I" and "D" became effective on January 28th to provide improved service to Beverly Boulevard and Bonnie Brae Street. Service on Line "I", formerly operated to 6th and Alvarado Streets was discontinued and the west terminal of this line is now Beverly Boulevard and Bonnie Brae Street.

Improved service has been arranged on Line "D" between Central Station and Beverly and Bonnie Brae; first car leaving Central Station at 5:20 a. m.; last car leaving Central Station 12:30 a. m.; first car leaving Beverly and Bonnie Brae 5:44 a. m., last car leaving Beverly and Bonnie Brae 12:50 a. m.

Cars on Line "3" are operated as formerly from Larchmont and Melrose to Central Station; first car leaving Central Station 5:15 a. m.; last car leaving Central Station 12:30 a. m.; first car leaving Larchmont and Melrose 5:00 a. m.; last car leaving Larchmont and Melrose 1:05 a. m. Service on Line "3" is augmented during morning and evening rush periods by cars operated over Line "4", which line terminates at 3rd Street and private right-of-way west of Gramercy Place.

In order that conductors may keep them for reference, transfer rules are published herewith on Lines "3" and "4"; also on Line "R" in connection with the change in route and on Line "S" extension to Manchester. Transfer rules as in effect on Lines "D" and "I" previous to January 11, 1931, will be in effect.

Lines "3" and "4"

A new In and Out transfer will be used on this new line, having a No. "3" and a No. "4" superimposed on the transfer. Rules governing the use of this transfer will appear on the back thereof.

Conductors issuing coach ticket SCo 2 on these new lines, will punch out the letter "I" in In or Out Trip column, as the case may be.

Lines No. "3" and No. "4" symbol transfer or SCo 2 coach ticket, when issued from Lines "3" or "4" on Out Trip leaving Larchmont Boulevard and Melrose Avenue or 3rd Street and Gramercy Place, not good on westbound Beverly Boulevard or Melrose Avenue coaches at any point east of Vermont, or on westbound "R" cars at any point east of 3rd Street and Larchmont Boulevard, or on westbound "S" cars at any point east of Vermont Avenue. Symbol transfer CT 1 or SCo 1, when issued from inbound Beverly Boulevard or Melrose Avenue coaches, not good west on Lines "3" or "4", or on "S" or "R" lines at points east of Vermont Avenue.

SCo 2 coach ticket, when issued from Out Trip "R" cars, not good west on Wilshire Boulevard Coach Line, and Wilshire T 14 or T 14A tickets, when issued from eastbound coaches, not good west on Line "R".

Transfers or coach tickets, issued by other Los Angeles Railway lines but honored on the above named lines, will allow transfer privileges in accordance with the above restrictions.

Line "R"

Until a new supply of transfers is printed for this line, the following restrictions in addition to those already on transfers will apply:

IN TRIP: Transfers not good east at 6th St. and Vermont Ave., or south at 3rd St. and Gramercy Place. The walkovers as shown on back of both the In and Out "R" transfers will no longer apply an account of new route establishing direct transfer points.

Transfers when issued from In trip cars will be good for walkover from 3rd St. and Vermont Ave. to 1st St. and Vermont Ave., on northbound "H" cars.

Line "S"

Manchester Avenue Coach Line will accept SCo 2 complete coach tickets issued from Line "S". These will be good east of Vermont Avenue only. Line "S" cars will accept complete coach tickets SCo 3 issued from Manchester Avenue coaches east of Vermont Avenue, good to any point in Inner Zone. Issue transfer on this ticket upon request.

Engineers Show Activity of Year

During the year 1930, the Engineering Department reconstructed 3.47 single track miles of track and made the following extensions amounting to 1.19 single track miles:

Central Avenue, 77th Street to Manchester, West Third Street from Western to Gramercy and Grand Avenue from Jefferson Street to Santa Barbara Avenue. This work required the use of approximately 24,600 drain tile, 14,800 creosoted ties, 9,300 tons of crushed rock, 850 tons of 116-pound girder rail and 234,000 square feet of paving.

Twelve layouts of special work were renewed or installed. The most important and costly special work to be laid during the year was at the intersection of 7th and Spring Streets. This cost the Company approximately \$30,000.00.

Sixty-eight miles of single track overhead were renewed, which required 182,300 pounds of copper trolley wire; and 47,870 pounds of 1,000,000 and 600,000 CM feeder cable were used in connection with feeder work. Feeder and H. P. lines vertical and horizontal construction during the year cost approximately \$14,288.00.

Ten automobiles and one truck were replaced, fourteen new coaches and three new trucks were added to our present fleet. Total coach mileage for the year was 7,932,811 miles and 1,661,321 gallons of gas and 26,507 gallons of oil were consumed.

South Park Shops and Mechanical Divisions, with a payroll of \$1,013,125.00 annually, report that 1,018 cars went through these departments for various repairs and overhauling. At the divisions there were approximately 1,000 cars maintained for daily service.

At the Shops seventy-five motor

coaches were overhauled and fifty-four trucks and autos were repaired and repainted. The total number of 3,838 Store Orders on the Shops was completed and 100 Work Orders were finished. It required 752 Departmental Requisitions for special material and the checking of 40,846 inspection cards.

Instructor Weds

For some time it has been noticed that one member of the Instruction Department seemed unusually happy, and finally he asked for a few days off, which caused the whole Department to wonder what was up.

The mystery was solved when the party, W. G. Miller, returned to duty on February 2nd and announced that in Yuma, Arizona, on January 28, 1931, he and Mrs. Rose England, of Columbus, Ohio, had been united in the holy bonds of matrimony and the gang decided at once that he had a right to look happy.

Mr. Miller is so well known that he needs no introduction and the picture shows him nursing a beautiful casserole which had just been presented to him by O. T. Elrod, Acting Chief Instructor, on behalf of the Instruction and Employment Departments.

Ed W. Yonkin is not in the picture on account of not having sufficiently

SAYING IT WITH FLOWERS



Expressing their good wishes with flowers, C. A. Henderson, Comptroller, Secretary and Treasurer, with headquarters in Room 401, was the recipient of huge baskets of flowers from executives and a number of employes of the Company on the occasion of another birthday anniversary on February 1st. Mr. Henderson is also celebrating his 36th anniversary with the Company.

The beautiful flowers were too exquisite to be enjoyed by only those fortunate enough to visit his office so we asked permission to allow our readers to get a glimpse of them in Two Bells.



Back row: W. E. Snell, Jack Knight, Henry T. Scott, P. V. Mann, I. C. Acuff, L. F. Crandall, Geo. V. Hopkins, G. H. Drinkwater, George Miller and Grant Clear. Seated: W. H. Neighbors, Oscar T. Elrod, Acting Chief Instructor; W. G. Miller, Walter Hole, and Gene McGurk, Acting Superintendent of Employment.

recovered from an appendicitis operation to permit him to be out on such an inclement day and Miss Georgena Marshall refused to join the group as she was afraid to get so close to Bill Miller for fear the marrying proposition might prove to be contagious.

Note the solemn and far-away expression on the face of Gene McGurk who is the only unmarried one in the bunch. R. R. "Dick" Smith was very much on hand at the presentation; in fact he was operating the shutter of the camera that took the picture.

Extension on Main Street

The Company has been granted a franchise to construct track and operate its cars on South Main Street from Slauson to Florence Avenue. Surveyors are now working on this location and track work is expected to begin early this spring.

Watch Inspection Discontinued

Watch inspection at 5321 South Broadway is discontinued as Mr. Flaherty no longer owns the store.

Complaints Increase

Discourtesy blew neither hot nor cold this month.

Fare and Transfer Trouble increased considerably, as did Short Change, Miscellaneous complaints and Carrying Passengers Past Stop.

Dangerous Operation increased a point, while Starting Too Soon, Passing Up Passengers and Service Complaints decreased.

The comparative figures follow: Discourtesy 18 in December, 18 in January, Fare and Transfer Trouble 41 in December, 48 in January, Starting Too Soon, 10 in December, 7 in January, Passing Up Passengers 12 in December, 7 in January; Carrying Passengers Past Stop 6 in December, 9 in January; Dangerous Operation 0 in December, 1 in January; Short Change 9 in December, 14 in January; Service 15 in December, 15 in January; Miscellaneous 23 in December, 23 in January. The total number of complaints for December was 134, for January 152, a gain of 18.

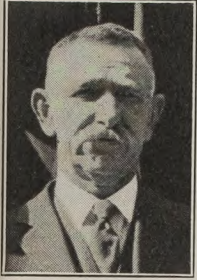
Commendations Increase

There were 56 commendations in December and 57 in January. The number of men commended at each Division were: Division One, 11; Division Two, 9; Division Three, 19; Division Four, 8, and Division Five, 10.

On Special Roll

After thirty-eight years of faithful, continuous service, John J. Griffin, Watchman, was placed on the Special Roll on December 1, 1930.

Griffin was employed by the Company on January 27, 1892, and worked as Conductor out of Divisions One and Two. Prior to platform work he helped with the construction of the old Pacific Railroad and later was barn man for old Los Angeles Consolidated Electric Rail-



J. J. Griffin

way. On April 1, 1910, he was appointed Flagman and on May 9, 1921, Watchman. In June of last year he suffered from an attack of the flu which left him in a rather weakened condition.

Griffin was born in Roscommon, Ireland, and came to America when but a young lad.

Hal Henley, Conductor, Division Two, was placed on the Special Roll on December 12th, last.

Henley's service with the Company dates back to September 29, 1904. Born in St. Louis, Missouri, he took to street carrin' in the balmy days of 1895 with the Hot Springs Railroad and later was a boiler maker in San Diego. He was taken ill last July which resulted in his relief from active duty.



Hal Henley

A real old timer with forty-two years of active and dependable service to his credit is Frank R. Nye, Conductor of Division One, who was placed on the Special Roll on January 15th. He was employed as a Conductor on January 22, 1889, with the Los Angeles City Railroad which was merged in 1893 with the Consolidated Electric Railroad, known as the Los Angeles Railway in August, 1895



Frank R. Nye

and in November, 1910, as the Los Angeles Railway Corporation. He was born in Beloit, Wisconsin.

1931 GIRL BASKETEERS



Standing, left to right: Sadie Bonelli, Lois Driskell, Edythe Brumpton, Edna Tuttle, Kay Graham. Front row, Florence Breeze, Manager, Emma Blossil, Captain, and Elsie Seehorn.

Here is the 1931 Girls Basketball Team that has started out in flashy form in the Industrial Recreation League at Echo Park Playground. Star playing by Emma Blossil, Captain and Center, Florence Breeze, Center, and Edythe Brumpton, Forward, accounted for the Larys defeating the University of West, 46 to 23, at the opening game on January 20th. In their second game on January 27th, they met and defeated Mutual Exchange 32 to 19.

In this game Elsie Seehorn was especially good at Guard, while the "Three Basket Bees", Blossil, Breeze and Brumpton did their stuff very well. Credit is also due the other members of the team for their good playing.

At the time Two Bells goes to press the game of February 6th, between the Larys and Desmonds will have been fought out, and we hope with satisfactory results.

For those who are interested in basketball, some very good games are scheduled for the team this year, and fans are expected to work up a cheer or two for the home team and, of course, to make it a real cheer, it

takes plenty of fans.

The following is the schedule of games for the Larys for the balance of the season:

Thursday, February 12, Larys vs. Barker Bros., 6:00 p. m.

Tuesday, Feb. 17, Larys vs. Information Exchange, 6:30 p. m.

Tuesday, Mar. 3, Larys vs. The May Company, 6:30 p. m.

Thursday, Mar. 12, Larys vs. Pacific Mutual, 6:00 p. m.

Tuesday, Mar. 17, Larys vs. Vermont Exchange, 6:30 p. m.

Thursday, Apr. 9, Larys vs. Leaders, 6:00 p. m.

Bowling

The Lary Bowling Team is now in first place in the Electric League, having moved up from eighth position at the close of the first half of the series. The boys are doing some excellent bowling at the Davenport Alleys on Wednesday evenings.

In the House League at the Manchester and Broadway Alleys, the Larys are in third place. Art Geen has surpassed himself with an average of 200 for three games. Luck is a strange thing, say his teammates.

Barbarous Business



Well, well, now who would have imagined that our own William T. Brown, General Foreman of Car Houses, was a tonsorial artist—a real graduate of a barber college.

Yes, sir, way back when Billie was bucking the extra list as motorman at Division One, he took up the art of trimming beards, mustaches and necks of all unsuspecting victims. That was many, many years ago.

Today he is still an adept at the game and here he is shown trimming the locks of Leonard Martin, former Mechanical Foreman at Division One, unfailing "side-kick" to Billie through all the years since 1902.

Martin and Billie Brown worked together at Division One until January 1, 1913. When Billie was appointed Foreman Martin was made Assistant Foreman. Later when Billie was appointed General Foreman of Car Houses, Martin succeeded him as Foreman at Division One.

Martin rendered faithful service in this capacity until January, 1929, when ill health forced him to abandon active duty. He was placed on the Special Roll on January 1, 1930.

Martin is now operating a gas station on the State Highway between San Bernardino and Victorville, five miles north of the summit of Cajon Pass, at the intersection of the State Highway and Adelanto Road.

Occasional trips are made by Billie to visit Martin when he is given a hearty handshake and a cheerful smile. A few hours are spent with him in friendly conversation and a hair cut thrown in for good measure.

New Paving on Marmion Way

The Engineering Department is at present working on the reconstruction of track on Marmion Way from Avenue 42 to Museum Drive. This job calls for 116-pound girder rail, crushed rock ballast, new ties and paving.

Three Divisions Gain In Witness Average

Division Four still leads in obtaining witnesses although they did not make as good a showing for January as they did in December. Divisions Two, Three and Five increased their percentages appreciably, while Division One fell below their December mark.

Detailed figures follow:

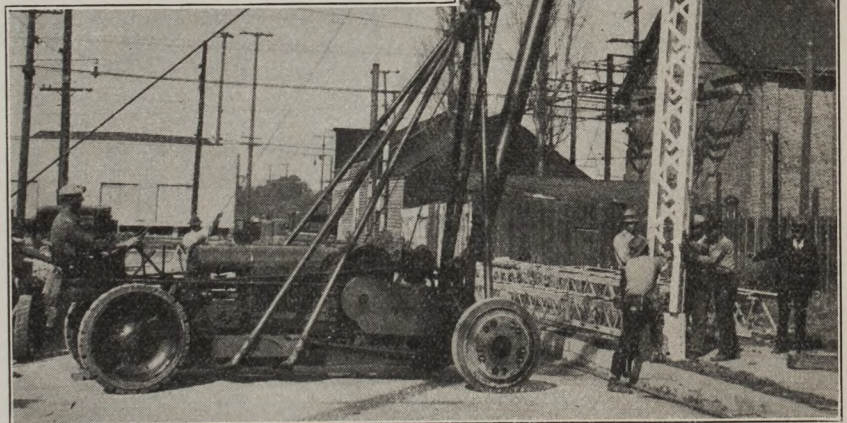
December		January	
Div. 4	7.17	Div. 4	6.28
Div. 3	5.53	Div. 3	6.19
Div. 2	4.93	Div. 5	5.42
Div. 5	4.62	Div. 2	4.73
Div. 1	4.55	Div. 1	4.27

The number of accidents decreased. For December, there were 1,451 while in January there were 1,392. The average witnesses per accident for December was 5.32 and for January 5.35.

Snow Carnival Feb. 14 and 15

The postponed date of the Los Angeles municipal winter sports carnival at Camp Seeley is set for February 14th and 15th, according to announcement of the city Playground and Recreation Department.

Although the municipal playground in the San Bernardino mountains lacked sufficient snow for the staging of the spectacular ski-jumps and other special events on the carnival program, hundreds of visitors have been enjoying the regular winter activities of tobogganing, sledding, and similar sports every week end, the report states.



A valuable acquisition to the Line Department is the Industrial Tractor Crane that makes light work of heavy poles and towers and like a real spring tonic literally and physically stands 'em on their feet.

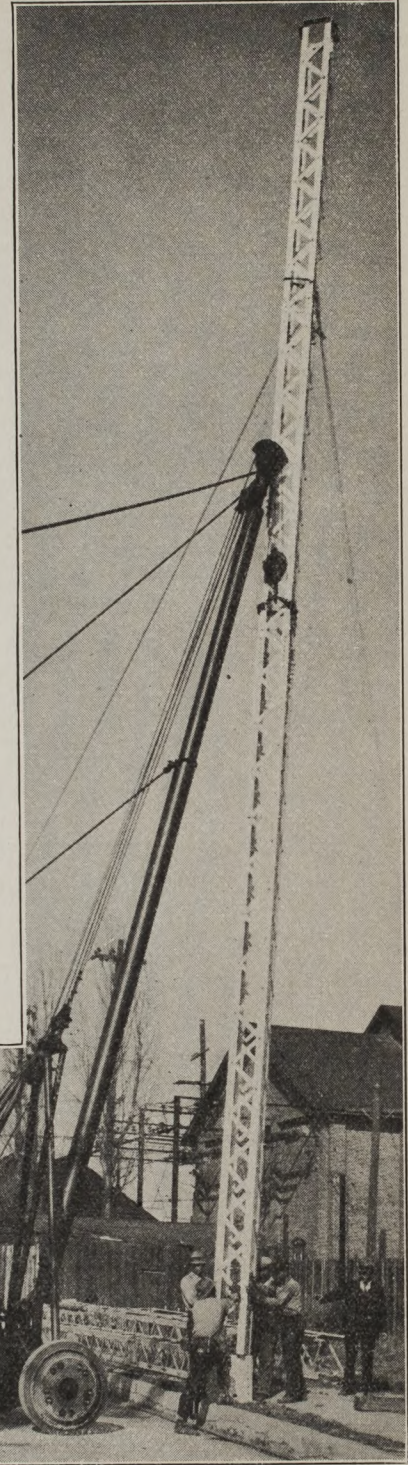
This tractor has a telephonic boom that can be extended from 20 to 39 feet. Additional ground weight is provided by 800-pound weights on each of the two front wheels, making the total weight of the tractor 18,000

pounds. With the boom in vertical position it will lift five tons.

The front wheels are 36 x 6 inches and the rear dual wheels are 40 x 5 inches. The tractor is seen placing one of the high line towers in position for the new Slauson substation. This tower is fabricated with 16x16-inch angle iron and weighs 4,200 pounds.

The tractor is capable of running under its own power at a maximum speed of 18 miles per hour.

New Pole Hoist



Collins Elected Club President

The election of John Collins, Superintendent of the Meter-Mileage Department to the Presidency of the Los Angeles Railway Square and Compass Club, succeeding P. T. Klingel-Smith, was the culmination of a big majority vote over his opponents in the monthly meeting of the club held on January 17th.



John Collins

Collins is popular for the enthusiastic manner in which he undertakes anything and members feel he may be counted

upon to earnestly and capably represent the organization during 1931.

Other officers elected last month were: Dan Healy, First Vice-President; E. C. McCune, Second Vice-President, and W. T. Shelford, Third Vice-President.

C. A. Henderson, Treasurer; D. H. Johnston, Recording Secretary; Julius Blum, Financial Secretary and A. G. Rex, Marshall, again were unanimously elected to occupy the posts they have filled so well. The faithful efforts of these officers have earned for them the everlasting appreciation of members.

The election of officers was preceded by a dinner at 7:00 p. m. held in the banquet room adjoining the lodge room, and speeches were withheld until after the election proceedings.

The Club will continue its policy of conferring degrees on various members of the Los Angeles Railway family who are progressing in Masonry. President Collins is also contemplating having several members try their forensic abilities in short addresses at some of the meetings during the year.

At the meeting to be held on Saturday evening, February 21st, several initiates are in readiness to become members through the customary procedure. A large attendance of Club members is urged.

Now Operate Over New Track

Effective Tuesday, January 27, 1931, southbound cars on Lines "E," "M" and "F" began operation over Grand Avenue between Jefferson Street and Santa Barbara Avenue, and on February 4, 1931, with the completion of the northbound rails on Grand Avenue, service was discontinued on the private right-of-way between Jefferson Street and Santa Barbara Avenue.

Distinguished Service Men on Honor Roll

We take occasion in this issue to give honorable mention to employees of the Los Angeles Railway, now on the Special Roll, who have had twenty years or more active service and have performed their duties admirably:

Name	Last Occupation	Years of Service	Date Placed on Special Roll
Jacob E. Albert	Flagman, Transp.	26	2- 1-30
Richard Aldworth	Motorman, Div. Two	28	2-15-27
Adelbert E. Bartlett	Rail Inspector, Eng.	33	6- 1-27
Frank Lester Bedell	Motorman, Div. One	25	1-17-28
John Wilson Beight	Cash Receiver, Transp.	27	7- 1-30
Thomas Walter Birmingham	Uniform Inspector, Transp.	41	4- 1-30
Charles Bartlett Blakeman	Information Man, Transp.	32	9- 1-26
Fred Ware Buswell	Mill Foreman, Eng.	25	3- 1-30
Alfred John Carter	Paving Inspector, Eng.	42	9- 1-29
George Washington Chapman	Conductor, Div. Three	30	3-11-25
Ferdinando Chippatta	Painters Helper, Eng.	23	3- 1-30
Hans Severin Christianson	Motorman, Div. One	36	6-14-27
Frank Asbury Christy	Supervisor, Transp.	34	4- 1-30
Charles Dudley Clark	Clerk, Transp.	31	1- 1-25
George McClellan Cleland	Foreman, Eng.	27	3- 1-30
Homer Conklin	Flagman, Transp.	29	3- 1-30
Albert Byron Conway	Conductor, Div. Five	21	2-26-30
Daniel Cronin	Motorman, Div. Four	34	4-22-25
Arthur Wellington Day	Foreman, Eng.	20	5- 1-25
George B. DeFrain	Motorman, Div. One	34	10-10-25
John Dempsey	Watchman, Eng.	29	5- 1-30
Francis E. Denison	Chief Inspector, Transp.	20	8- 1-20
Sampson Ellsworth Edwards	Flagman, Transp.	28	8- 1-27
William Elliott	Conductor, Div. Three	34	11- 1-23
George Feller	Information Man, Transp.	39	4- 1-30
Charles August Ferkel	Motorman, Div. Three	28	7-18-23
Charles DeWeese Fisher	Uniform Inspector, Transp.	29	7- 1-30
Edward Fitzgerald	Watchman, Eng.	25	8-24-28
James Flavin	Inspector, Eng.	31	5- 1-30
Green Turner Fulkerson	Foreman, Eng.	34	5- 1-30
James Gallagher	Information Man, Transp.	39	4- 1-30
Armand Ginss	Statistician, Transp.	34	10- 1-30
John Griffin	Flagman, Transp.	39	12- 1-30
James Handley	Foreman, Eng.	37	5- 1-30
William Harris	Motorman, Div. Two	20	11- 1-30
Hal Franklin Henley	Conductor, Div. Two	26	1-21-30
William Thomas Hunter	Flagman, Transp.	25	8- 1-26
Robert Clark Jones	Trimmer, Eng.	27	3- 1-30
Herman Fred Kadow	Winder, Eng.	20	3- 1-30
John Baptist Kaiser	Motorman, Div. Three	24	3- 1-30
Paul Charles Kriewald	Janitor, Eng.	23	9-21-26
William Omer Lambertson	Motorman, Div. One	39	2- 3-30
James Joseph Lavin	Laborer, W. & S., Eng.	34	10-15-30
John Clement Lewis	Machinist, Eng.	21	3- 1-30
Leonard Martin	Inspector, Eng.	28	1- 1-30
Pat Mathews	Watchman, Eng.	27	2- 1-30
Michael McDermott	Watchman, Eng.	27	5- 1-30
John Woods McElroy	Information Man, Transp.	35	4- 1-30
Allen Wilmont McFarland	Flagman, Transp.	30	7- 1-30
William McLellan	Watchman, Transp.	25	11- 1-24
Peter Cameron McNaughton	Clerk, Transp.	30	10- 1-26
Leonard Neff	Flagman, Transp.	20	8- 1-27
Frank K. Nye	Conductor, Div. One	42	1-15-31
Fred Wm. Osborne	Motorman, Div. Two	24	5- 4-28
Richard Eli Palmer	Flagman, Transp.	41	4- 1-30
Peter Christian Peterson	Watchman, Eng.	37	11-16-27
George Asbury Pritchard	Motorman, Div. One	23	5-16-26
Julius Rayburn	Blacksmith, Eng.	24	3- 1-30
George Woodbridge Recard	Pattern Maker, Eng.	23	4- 1-27
George Nathan Redd	Foreman, Eng.	27	3- 1-30
Clinthus Gustavus Reed	Janitor, Eng.	27	5- 1-30
Robert Hood Stapp	Carpenter, Eng.	24	3- 1-30
Ammon Noah Weikert	Substation Operator, Eng.	20	5- 1-30
Dora Luther Wieland	Conductor, Div. One	24	8-23-29
Daniel Smith Wildermuth	Motorman, Div. Four	30	12-14-22
Wm. Lansing Williams	Foreman, Eng.	20	3- 1-30
David Miles Wood	Conductor, Div. Two	31	1-12-28



Bouquets

For (1) Conductor J. L. Cooley of Division One from Mrs. Ermina C. Collins who writes, "Conductor Cooley was exceedingly kind to me and very courteous to everyone who boarded his car, and his pleasantness in giving directions was most helpful."

For (2) Conductor A. B. Moore of Division One from Mrs. C. M. Ward for courtesy to elderly people.

For (3) Conductor C. Tucker of Division One from Harry Katz for advancing his fare when he could not change a big bill.

For (4) Motorman B. B. Parvin of Division One and (8) Motorman M. B. Boyd of Division Four from M. J. Quinn for efficiency and pleasant manner.

For (5) Conductor R. Gholson of Division Three from J. K. Poyas for courtesy.

For (6) Motorman J. A. Johnson of Division One from R. C. Allen for care and courtesy in returning a book which he had lost.

For (7) Conductor R. O. Fortune of Division One from Marie Bishop who writes, "I wish to commend Conductor 2516 for courtesy at all times. I have heard many people speak of his timely assistance with their luggage in getting on and off the cars, and of his accuracy in giving information concerning routes over the city."

For (9) Conductor A. R. Robertson of Division Two from Frank K. Meyer for courtesy.

For (10) Conductor W. B. Mills of Division Two from E. F. Scott for courtesy and for strict attention to duty.

For (11) Conductor W. H. Laing of Division Two from Lawrence Wrona for an especial courtesy.

For (12) Motorman F. J. McClendon of Division Two from J. W. Keim for

waiting a few seconds for him to board the car.

For (13) Conductor W. W. McCafferty of Division Two from Miss Harlow Watson for his efficient way of calling streets, and courtesy to a cripple by helping him on the car and to a seat.

For (14) Conductor A. O. Johnson of Division Two from J. A. Hawks for courtesy and efficiency.

For (15) Conductor H. F. Wright of Division Three from Mrs. Anna Simpson for willingness in obliging women and children who ride with him. He is also commended by C. Dawson for advancing his fare.

For (16) Conductor G. R. Whitney of Division Three from A. J. Goldberg who writes, "He always has a smile and is ever so polite and helpful at all times."

For (17) Conductor S. A. Kuykendall of Division Three from Mrs. R. H. Cates for universal courtesy.

For (18) Conductor J. C. Phillips of Division Three from Mary E. Wilson for many little courtesies.

For (19) Conductor B. B. Bowman of Division Three from Mrs. M. F. Murdock for patience and kindness toward everyone. He is also commended by Mrs. Emma Curtis for graciousness to elderly people.

For (20) Conductor D. F. Shaver of Division Two from Mrs. Luerlyne Lane for special attention and help given to aged patrons.

For (21) Conductor J. H. Dameree of Division Three from Mrs. E. Richards for his courteous manner in handling the public.

For (22) Conductor J. H. Garrett of Division Three from Mrs. L. T. Trent for courtesy under very trying circumstances.

For (23) Conductor N. E. Mackay of Division Three from Mrs. O. Schaefer for courtesy and cheerfulness.

For (24) Conductor J. St. Claire of Division Four from Miss Zulema Parcel for assisting a blind man to the curb, and for courtesy to his other passengers.

For (25) Conductor D. G. Hunsaker of Division Four from Frances Muhlke for consideration to his passengers.

For (26) Motorman M. E. Shanahan of Division Five from Mrs. Julian H. Carter who states "I had occasion to witness, while a passenger on his car this week, his kindness and courtesy to aged people, and passengers with children or others who needed assistance in alighting from the front end of his car."

For (27) Conductor D. J. Haverstick of Division Five from Mr. and Mrs. R. J. Ward for information which was cheerfully given.

For (28) Conductor T. J. Mulrine of Division Five from Glenn C. Tobias who writes, "I was quite surprised at his cheerful 'thank you' to each passenger, regardless of color, age or sex. He was careful also in warning passengers to watch traffic when alighting. More power to him." He is also commended by Mrs. Helen Price for politeness and consideration; and further commended by Mrs. Frank H. Roth for marked courtesy and cheerful atmosphere which he creates.

For (29) Conductor W. A. Walsh of Division Five from Mr. Lawrence for advancing his fare.

For (30) Conductor F. E. Goodwin of Division Two from C. A. Carlson for courtesy and for special information concerning transfers and directions.

For (31) Conductor O. S. Garrison of Division Three from Mae Osier for assisting a blind man off the car to the curb.

For (32) Conductor C. O. Graham of Division Four from Jessie E. Stark for kindly attention to a small child.

For (33) Motorman C. Youngberg of Division Two from George A. Hawkins for carefulness in directing the car through the storm and traffic.

For (34) Conductor R. H. Rogers of Division One from Elizabeth M. Cropp who writes, "I was on my way to the bank to get a check cashed and had only 50 cents in my purse which I handed the conductor; he, very courteously, returned same, telling me it was counterfeit, I asked to be let off the car but he insisted on paying my fare for which I am very grateful.

"I wanted him to know how much I really appreciate his courtesy."

For (35) Conductor G. T. Little of Division Two from N. Kaplan for thoughtfulness and courtesy to all of his passengers.

For (36) Conductor G. J. Stoddard of Division One from Mrs. C. M. Morford for courtesy and patience that was a joy to witness.

For (37) Conductor B. Germain of Division Two from Mrs. William C. Colly for assisting his passengers on and off the car and for calling streets so that there was no difficulty in getting off at the right place.

For (38) Conductor E. W. Gay of Division Two from Emma A. Campbell for efficient and courteous manner in which he handled all passengers on his car.

For (39) Conductor J. J. Cresto of Division Four from Mrs. Minnie Benedict for helpfulness when she boarded the car with a small child. He is also commended by R. M. Thomson for an extreme courtesy.

For (40) Conductor S. R. Leckey of Division Three from Waverly Keeling for calling streets clearly and loud enough for all to hear, and for cheerfully answering any question asked him.

For (41) Motorman A. J. Lange of Division One from L. Smith, who writes, "I am an old man and quite crippled, but before I leave this fair city I want to tell you that you have one of the finest and most cultured men in your employ I have ever seen. He helps everybody, and should go far through his kindness to humanity." Motorman Lange is also commended by M. N. Henderson for kindness, especially to old people and children.

For (42) Conductor G. F. Young of Division Four from Nurse Miriam Jean Rollins for courtesy.

For (43) Conductor L. W. Rader of Division Two from Mrs. Virginia Norwood Barnes for alertness and genial assistance.

For (44) Conductor L. C. Davidson of Division Four from Mrs. C. R.

Troth for courtesy and kindness.

For (45) Conductor W. Sambus of Division Four from E. B. Campbell who writes, "I want to commend one of your employes on his gentlemanly assistance to me, a stranger within your gates."

For (46) Conductor A. Light of Division One from Rose S. Kroon for courtesy.

For (47) Conductor E. L. Jandro of Division Three from Mabelle Havens for information regarding different routes and transfers.

For (48) Motorman E. C. Helbling of Division Three from George A. Riuley for holding the car until an elderly woman could board.

For (49) Conductor O. F. Brown of Division Three from Charles H. Johnson for kindness shown him during a heavy rain.

For (50) Motorman M. G. Johnson of Division One from F. G. Carr for thoughtfulness.

Appreciations

Please accept our sincere thanks for your kind expressions of sympathy and for the beautiful floral piece in our recent bereavement.

Louis O. Larson and son, Ralph H. Larson.

* * *

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

Mrs. Jack L. Bruno.

* * *

Your kind expressions of sympathy are gratefully acknowledged and deeply appreciated.

Bess Jones.

* * *

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

Mrs. M. L. Despars and family.

* * *

I wish to express my great appreciation for the wonderful kindnesses and interest shown to Mr. Latta and myself in his late sickness, also for the lovely flowers.

Nettie Latta.

* * *

We want to thank our friends of the Los Angeles Railway Corporation for their kind expression of sympathy in our time of sorrow in the loss of our dear husband and father, also for your lovely floral offering.

Mrs. Emma Smith, Mr. and Mrs. Harold O. Smith.



Larry Laughs



Tramp: I've asked for money, I've begged for money and I've cried for money, Lady.

Lady: Have you ever thought of working for it, my man?

Tramp: No, not yet, mum. You see, I'm going through the alphabet and I ain't got to W yet.

What a world! By the time you're important enough to take two hours for lunch, the doctor limits you to a glass of milk.

A Chinaman opened a laundry on a street between a drug store on one side and a restaurant on the other side. The druggist put up a sign, "WE NEVER CLOSE". The restaurant put up a sign which read, "OPEN AT ALL HOURS". The Chinaman, not to be outdone by his neighbors, put up a sign which read, "ME NO SLEEPY TOO".

"How old is that flapper?"
"In her early nicoteens."

Another good place for a zipper would be on string beans.

The small lad of the family had behaved so badly that punishment of some sort was necessary.

"Jimmy", commanded his mother, "find a switch and bring it to me".

Shortly after, the bright young man returned.

"I couldn't find a switch ma", he reported, "but here's a big rock you can throw at me".

Teacher: "Try this sentence: 'Take the cow out of the lot'. What mood?"

Pupil: "The Cow".

Lilyan—My dog took first prize at the cat show.

Bob Mc.—How's that?

Lilyan—He took the prize winning cat.

Old Lady: "Well, here's a dollar for you, my poor man."

Tramp: "A dollar! Lord bless yer, lady; if ever there was a fallen angel, it's you."

Lawyer—And where did you see him milking the cow?

Witness—Just a trifle beyond the center, sir.

Ali Baba: Open!

Door: Sez who?

A.B.: Sesame!

"What became of that unpaid bill Dunn sent to us?" remarked the bank clerk to his wife.

"Oh, that?" she replied. "I sent it back marked 'insufficient funds.'"

James: Papa, I ain't got no butter.

Papa: John, correct your brother.

John (looking over into James' plate): Yes, you is.

Pat was one day employed by an old lady in the country. At tea time, when the old lady was serving the tea, she laid a small morsel of honey on the plate.

"Begorra, ma'am," said Pat, "I see you keep a bee."

"I have nothing but praise for the sermon," said the Scotchman. And he proved it.

One man who can succeed by letting things slide is a trombone player.

Legion News

Edwin T. Browne Post

Edwin T. Brown Post, No. 268, held a big meeting on January 27th. Past National Commander John R. Quinn was the principal speaker. Inglewood Canadian Legion, No. 13, turned out en masse and their drill team initiated a class of thirteen candidates. Another great event of the evening to add pep and gusto was the appearance of Hollywood Post No. 43 Drum and Bugle Corps.

On February 14th, Edwin T. Brown Post is holding a midnight matinee at the Victoria Theatre, at 2570 West Pico Street. The show starts at 11:30 p. m. Tickets cost 50 cents.

Canadian Legion Branch No. 10

Conductor W. S. Culver of Division One has been elected Second Vice President of this Post and W. G. Gerrie, also of Division One, Sergeant-at-Arms. Inauguration of officers took place on February 3rd.

Among new members of this Post appear the names of D. H. Johnston, Chief Clerk, Meter-Mileage Department, and G. Fisher, Conductor, Division Four.

Tuesday, February 17th, is the day set for the Entertainment Committee to prove that they can nit the bullseye twice in one month in social enter-

tainment. The meeting will be held in Roosevelt Hall of the Patriotic Hall, 1816 South Figueroa Street, at 8 p. m.

Division Assignments

The following men qualified and were assigned to their various divisions during the month of January, 1931.

To Division One, Motormen G. E. Haddow, G. H. Schleuter, G. W. Bridger, R. W. Warren, H. L. Wilkinson, C. Shiver, W. H. Stanley, L. E. Netherton, K. L. Mayes, and R. M. McMahon. Conductors, W. W. Lonnie, H. H. Glass, C. C. Gaddis, R. W. Bower, C. H. Johnson, D. D. Smith, H. R. Lee, D. L. Adams, R. L. Edwards, and D. F. McGaughey.

To Division Two, Motormen V. A. Murray and W. V. Holman.

To Division Three, Motormen F. W. Gustafsen and G. E. Patterson.

To Division Four, Motormen G. C. Fox, C. C. McLain, and P. C. O'Brien; Conductors R. A. Gwin, R. L. Southerland, R. J. Simpson and A. B. Davidson.

To Division Five, Motorman P. P. Townsend; Conductors J. H. Smith, R. C. Warford, R. W. McDonald, T. F. Carty, G. F. Beardsley, J. L. Huffine, J. C. Allen, F. T. Price, and C. C. Goodson.

Change in East Jefferson Line

In accordance with authority granted by the Board of Public Utilities, service on University Avenue between Jefferson Street and 37th Street was discontinued on February 1st.

Cars of the East Jefferson Line formerly operating over this stretch of track are now operating to a terminal on Jefferson Street just west of Vermont Avenue.

Isn't It Great?

Isn't it great to have a job,
Working for someone who cares,
Hoping that some day that job,
Will turn into a position like theirs.

Isn't it great to have a job like mine,
As swiftly the days roll by,
And along comes old bonus time,
And the things you need to buy.

Isn't it great your public to please,
In a transportation way,
Just think and it all comes with ease,
If you try a little each day.

But the greatest of all is pay day,
Money that we've earned fair and straight,

It supplies our needs and makes us gay,
In every way, so isn't that something great?

By J. E. KRESCE, Operator,
Motor Coach Division

In Memoriam

Everett Knox Latta

Everett K. Latta, Flagman, Transportation Department, passed away on January 8th, after an illness which prevented him from taking active part in his work since last September.

He was born in Grand View, Iowa, in 1867, and started with the Company as a motorman at Division One on November 22, 1903. He leaves a widow and three sisters.

Stephen J. Despars

Stephen J. Despars, Conductor, Division Four, passed away on January 8th.

Stricken with heart failure while at breakfast, the news of his passing came as a great surprise to his many friends and coworkers. He was born in Winnipeg, Canada, January 26, 1882, and was employed by the Company as conductor on August 20, 1919. He is survived by his mother, two brothers and two sisters.

Bessie Belle Boring

The news of the passing of Mrs. Bessie B. Boring, Ticket Clerk, Auditing Department, came as a distinct shock to her many friends in the Main Office Building and her cheery smile and winsome way will be greatly missed.

The end came very suddenly after six months illness. She was born in Missouri, July 26, 1867, and was employed July 19, 1926, in the Auditing Department. She is survived by her son and daughter. Her son, Clifton Boring, is employed in the Auditing Department at the present time.

Mrs. Boring was the wife of Ross Boring, formerly with the old Traction Company at Division Four.

George J. Smith

Motorman George J. Smith, of Division Five, passed away on January 20th, following an illness of several months.

Born in Byron, Illinois, October 27, 1872, Smith was employed by the Company on June 14, 1907. He was a member of a Masonic Lodge at Tyndall, South Dakota, and is survived by his wife and son.

Thomas C. Jones

Motorman Thomas C. Jones of Division One, passed away very suddenly on January 14th, from a heart attack. He was born in Center Point, Arkansas, September 29, 1885, and employed by the Company as motorman on June 19, 1918. He is survived by two daughters and a son.

* * *

These employes, all well known, admired and respected throughout the organization, go to their reward after many years of faithful service.

KNIGHTS OF THE GROOVED RAIL



Left to right: T. Mendosa, G. Cowas, M. Vargas, A. Hernandez, A. Concalaz and A. Weberg, Foreman.

The proverbial collar button that rolls under the dresser and invariably disappears must be closely related to the spare nuts and bolts that drop along the highway and hide in the grooves of the rails, but instead of groping for the elusive button, the Track Department has this sextet of men supplied with long spikes to push along the grooves and rout out spare parts of Chevys, Fords and Austins that have not been missed by the autos to cause any embarrassment to their reputations. However, these spare parts are likely to break the flanges of street car wheels or cause derailment.

This gang of men started out on

Blast Victim Hurt in Wreck

M. G. Jones, formerly coach operator for the Los Angeles Railway, received serious injuries during an heroic attempt to save the life of his sister, Mrs. Ina Shafner, who was seriously burned from a gasoline explosion on January 24th last, while cleaning a dress.

As Jones was rushing her to the Georgia Street Receiving Hospital the steering mechanism on his car failed to work as he rounded the curve on Sunset Boulevard at Beaudry. His car crashed into a parked car at that point, ricocheted off to the middle of the street and head on into a lamp-post on the north side of the street. The first crash opened the doors of the car and his sister was thrown into the street. Jones' head crashed through the windshield

January 12th and finished up on January 24th inclusive, covering the entire system of grooved rail in thirteen days. Besides making a large collection of metal, \$32.80 was picked up in coins and 732 tokens were also found.

Of this number of tokens, 280 were good and the rest mutilated. The cash and good tokens are given to the finders.

These men have been quite prominent around the track system as their red coats are conspicuous for some distance. Twice a year it is the custom of the Track Department to have this gang clean out the grooves of the rails.

and a moment later the lamp-post crashed down on top of the car and knocked him senseless. The series of crashes was witnessed by scores of persons.

Mrs. Shafner received only minor injuries in the crash and according to hospital reports has an excellent chance for recovery from her burns. Jones was severely cut about the head but was not held at the Receiving Hospital.

For Sale

Watch, 23 Jewel Hamilton, life time case. Will stand railroad inspection. Price \$35; terms. W. Thun, Truckman, Shops.

"C Melody" Saxophone, in good condition, \$25.00. Columbia Steel Guitar, in fair condition, \$8.00. J. E. Alverson, phone VERmont 9918.



Births

L. C. Cagle is the first man of the Motor Coach Division to report a birth in his family in the year 1931. A bouncing baby girl arrived at his home the 22nd. She weighed nine pounds and has been named Joan Darlene. Mother and daughter are doing fine. Congratulations.

* * *

Motorman W. E. Bleile of Division Two announces the arrival of Howard Paul on January twenty-eighth. Howard tipped the scales at almost seven pounds.

* * *

J. Scothorn of the Mechanical Department announced the arrival of a seven pound, eleven ounce baby daughter, born January the fourth. Mother and daughter doing fine. Congratulations, Jim.

* * *

Motorman S. M. Brody of Division Four announces that little Miss Jeanette Brody arrived at their home January 10th weighing just nine pounds. Congratulations are extended to the happy parents.

* * *

Pietro Nicassio, of Division Four, who sweeps and oils the dangerous curves on Crown Hill Line has been so overwhelmed with joy since December 27th that he just couldn't tell us what it's all about. But the other day he "clammed" down long enough to tell us that on that day he became the proud father of an eight pound baby girl. They named it "Congeta".

* * *

Conductor J. St. Claire of Division Four reports the arrival of a husky, handsome baby boy on January 11th. And they named him "Richard Arkle". Richard weighed in at six pounds. Our very best wishes to the new mother and proud papa.

To Help Unemployed

The Los Angeles Fire Department is conducting an employment agency in an effort to secure small jobs for men who register at their bureau.

If you know of any work, of any kind, from an hour up, you will be helping someone who is out of employment by stating your needs to the Employment Bureau of the Fire Department, which is located at 217 South Hill Street. Telephone MUTual 6161.

Ten center entrance cars, Nos. 553 to 562 inclusive, are now at South Park Shops being converted from two motor to four motor type. These cars will be used on the "D" and "N" Lines when completed.

Connubial Bliss



While this country is full of back seat drivers and companionate marriage champions, it is somewhat of a change to hear of silver weddings. However, they do occasionally occur and right in our own family at that.

Mr. and Mrs. E. W. Watson were the celebrants of a silver wedding at their home at 5429 Third Avenue. In every day life Watson is a Motorman with headquarters at Division Five. He has been in the service of the Company since June 29, 1917.

The happy couple were first married at Emporia, Kansas, on January 23, 1906, at which time Watson was serving as a sergeant in the U. S. Army Recruiting Service.

While the first wedding ceremony took well enough and twenty-five years of wedded happiness has passed like a glorious honeymoon, the ceremony was again performed on January 24, 1931. The bride was attractively attired in a beautiful silver beaded gown.

Many beautiful silver gifts were received and among the host of friends present were Mr. and Mrs. Fichtel of Los Angeles; Mr. and Mrs. Hillegas of Seattle, Washington; Mrs. Bonnie Smith and daughter of Kansas City, Missouri; Mr. and Mrs. George Pape, Mr. and Mrs. Godina, Dr. Paul Mildren and wife, Mr. and Mrs. Harding, Mrs. Lula Alexander and son, all of Los Angeles; Mr. and Mrs. Hamrin of Santa Monica, and Mrs. Charles Atman of Lancaster, California.

Congratulations, Mr. and Mrs. Watson, and may many more years of marital happiness be yours.



Miss Eva Terry and Conductor R. V. Disbrow were united in marriage January 14th, by the Reverend Hill at his home, 623 North Avenue 54.

The bride is the daughter of Mr. and Mrs. H. V. Terry of Little Rock, Arkansas. The groom needs no introduction to the boys at Division Three. We wish them many happy years of wedded life.

* * *

Jim Gorham of Division Three, who for many years stood at the top of the Conductor's list, got tired of living alone and trying out so many different housekeepers. So, when he found his ideal, Mrs. Emma Brinkley, he made haste to marry her. They were married January 11th, at 3:00 P. M. by the Reverend Haney of Grace Presbyterian Church. Congratulations.

* * *

Conductor H. I. Pitford of Division Two and Miss Helen Woodward were married Sunday January twenty-sixth. H. I. had spent a week previous to this near Las Vegas hunting. Vacation days are over now, H. I.

* * *

Motorman R. L. Sexton of Division Four strolled into the trainmen's room Monday, January 12th, blushing profusely and upon inquiry informed his mates of his marriage the day before. Miss Rose Jean Graham was the lucky lady and congratulations were showered on the equally lucky bridegroom.

* * *

Conductor J. F. Bray also slipped one over on his many Division Four friends January 4th when he took as his bride, Miss Alma Sommerveld. Congratulations and best wishes were extended for happy future.



Snappy Operation Brings Better Results

By JOHN COLLINS
Superintendent of Meter and Mileage
Department

Some men do not understand the purpose of the meters on the cars. The meter is not on the cars to enable a man to build up a good coasting record at the expense of the schedule. Use all the power necessary to make the time, but take advantage of conditions, which present themselves on every trip, and coast when nothing can be gained by keeping the power on, such as approaching traffic signals or blockages of any kind, or when following other cars.

The meters call for snappy operation and you can not be quick without being on the job and alert to take advantage of the changing conditions which occur.

On easy trips, save all you can. Put a little in the bank, so to speak, so you may draw on this when the hard trip comes. If all your trips are hard, pay close attention to feeding, braking and reading the street conditions.

See how many round trips you can make on the following lines, using less KW hrs. than I have noted.

	Four Motors	Two Motors
Line R	71	67
Line U 77 branch	80	74
Line U 39 branch	68	62
Line E	119	100
Line C Belmont to Edgemont	57	
Line C Edgemont to Kensington	56	

Keep studying on the way. Do things according to your best judgment, review the result—then try to improve.



Division One

H. N. COLE

It was on Sunday morning when two pious looking young men engaged Conductor M. W. Burnam in a conversation concerning churches and other religious subjects and shortly thereafter left the car. That night Burnam was seven dollars short. A few days later one of the young men happened to board Burnam's car and when he recognized the conductor, he jumped from the car and ran, leaving a very expensive overcoat as a souvenir. The coat was turned in and is waiting to be called for, but Burnam has every reason to believe it will not be called for.

Several other contributions have recently been made to the same or to a

similar outfit. For instance, Conductor H. L. Emmert gave seven dollars to the cause, while Conductor Paul Cross donated the sum of eight dollars.

The five o'clock "J" car from the West end usually picks up Motorman H. S. Haag at the end of the line. On this particular morning no Haag was in sight, so Conductor O. N. Haggard, with the cooperation of his motorman, Bill Herman, ran over and aroused Haag out of a sound sleep and helped him to dress and get aboard the car thereby saving a miss-out for him.

In some cases a Little Ben does the work all right, and, in other cases well—immediately after Conductor S. J. Singer recovered from his last miss-out he hunted up the biggest Big Ben on the market and installed it out of his reach, and now with the two Bens, both endowed with a good set of lungs, he hopes this oversleeping business will be a thing of the past.

While Conductor Frank Kliever was at work and his wife was visiting neighbors, their house was ransacked and many things stolen. A short distance away, two young men with suitcases ran into the arms of an officer. Kliever got his goods back and the two young men got the limit.

Among the newcomers at Division One we notice several familiar faces, such as Conductor D. L. Adams, who has been out of the service for several years. He looks natural and acts the same way; and there is Motorman G. E. Haddow who came to the decision that he likes the yellow cars better than yellow cabs. Conductor H. H. Glass is back with his perpetual smile and is making good on the job as well as at the pinochle table. Motorman K. L. Mayes, who at one time worked out of Division Five is making himself at home at Division One and is making friends rapidly, especially among the conductors.

Mrs. Belle Hastings, mother of Motorman E. R. Hastings, recently arrived in the city from Iowa, and will make her home here with her son.

After a period of illness covering four months, Conductor-Line Instructor H. H. Wulf has returned to his duties and is busy passing out information to students with as much vim and vigor as ever.

Motorman E. L. Day is back on the job and is looking fine.

Motorman-Line Instructor L. G. Nethersole, who has been on the sick list for several months, has resumed his duties of imparting knowledge to those in need of it.

A severe case of lumbago kept Conductor George Evans in for a week, but he is back at it again now.

Those on the sick list at this writing are: Conductors P. Cummings, D. W. Tinsley, D. W. Nycum, L. L. Callanan, and F. E. Tobey; Motormen J. O. Huffman and H. Hansen.



Division Two

H. F. NELSON

When some of the sick men return to work they will not recognize the old

Division after the changes that have been made in the past month. Nine conductors and nine motormen transferred to Division One, where they landed just in time for a general shake-up and all managed to draw good runs and are well satisfied with their lot. After our general was over and the smoke all cleared away Motorman H. F. Winans found he had a regular run after spending two and one-half years on the extra board.

Conductor A. J. Baker traded divisions and seniority with Conductor T. H. Wood of Division Five—Baker going to the center of the extra board, while Wood has a good day run on the "U" Line, and is still in his probationary period. How's that for luck?

Do not know whether having a male stenographer has anything to do with it or not, but two of our sheik conductors have traded to Division Four. M. B. Whitaker traded with W. T. Gunn and W. E. McGuyre traded with M. O. Bowles. Here's wishing them both good luck at the new home.

Clerk C. F. Paine went home sick on the fifteenth, and is still at home and right down in bed. Between the flu and pneumonia he had quite a struggle to pull through. He is getting along first rate now and will be back to work in about two weeks if everything goes as expected.

Motorman C. Fraetis took a sixty day leave to rest up near Riverside and when he had been away about three weeks he couldn't stand it any longer and came back to work.

We wish to extend our sympathy to the Bunch brothers whose father passed away after an extended illness, on the fifteenth of January.

On Sunday January twenty-fifth there were only two slight accidents, one boarding a standing car and the other alighting from standing car. If we had had elevators to handle these two cases, we would have a perfect score for that day.

A few days ago Conductor Bill Pilcher gave some information to a passenger in his customary pleasant manner, so when the passenger was leaving the car he handed Bill a card, and invited him to call on him when he came to the northern part of the state. Bill read the card and told the gentleman he would be pleased to call with the understanding that it would be a short one. The gentleman is a San Quentin officer!

Conductor D. L. Laird reports that his mother is here visiting from Redwood City.

We are all glad to see Motorman R. F. Miller back on the job and feeling good. He had spent five months on the sick list and was very glad to get back to work.

Conductor S. A. Lee, one of our special bonus men for last year, resigned and started out for Georgia, where he intends to locate.

Motorman W. V. Holman is back with us again after an absence of about a year. E. E. Smith is still keeping the home fires burning at the ranch near Nippanawasssee. W. V. still retains his interest in the ranch, but some one had

to get out and bring in some bacon.

There are excuses that will cover a lot of things, but we would like to know what is wrong with a fellow that will call the Division and ask for his lady friend. Don't you answer, Haugen, because you know.

Conductor G. L. Musselwhite drops in to see the boys every few days; he is gaining some weight and is feeling considerably better, hopes to be back to work shortly.

Conductor T. G. Webster and his wife dropped in at a dance in South Gate the other night and were just in time to enter a waltz contest. When the time came for distributing the prizes, they were each presented with a little case containing a ten dollar gold piece.

The last reports received regarding Conductor G. D. White were that he was getting along fine after his operation.

Motorman J. W. Bond spent several days on sick list with a very bad cold.

Motorman C. Provence resigned in order to take up another line of work.



Division Three

L. VOLNER

Motorman T. D. McBride who was struck by a drunken hit-and-run auto driver last July and severely injured, was renewing old acquaintances around the division a short time ago and expects to be able to resume duty soon.

Conductor C. R. Certain traded his Buick Coupe for a Pontiac Sedan because he was tired of riding in the rumble seat.

After several months vacation from his favorite occupation, Motorman C. T. Morgan is again a Line Instructor, and the first day out with a student, he seemed as ticked as he was many, many years ago when he got his first pair of red top boots.

After being off during all the holiday rush, on account of sickness, Motorman L. Rosa has returned to work.

Motorman J. F. Wright and family crowded ninety days into a two weeks visit with relatives in Arizona.

Conductor E. J. Clark is on a several weeks trip to points in Mexico for the purpose of looking after some of his property.

Now that the holiday rush is over, Motorman George Kleinschmidt and wife are spending a few days at Catalina.

Motorman C. R. Meador has been appointed a Regular Flagman.

To make things more attractive when you receive a special invitation to visit the Superintendent, the office has been repainted.

C. D. Clark, who has the Variety Store at the Division each Wednesday, says he now has a god line of shirts and some extra good blue ones. Place your order early.

C. C. Coates, an ex-conductor of this division on the "B" Line where he was very popular, has returned to the city for a short visit, after which he intends to go on a farm near Oakland.

Wilmar has gained another trainman, Conductor C. H. Finney has joined the boys at that place—Conductors Croughan and Rowe and Motorman Weeks.

Motorman W. H. Gill is convalescing after several weeks sickness, and expects to be back on the job soon.

Mrs. A. A. Middlecoff, wife of ex-motorman Middlecoff has returned from a trip to St. Louis and other Missouri points and says she is better satisfied than ever before with California. Middlecoff is now a Flagman.

Harry Tuttle has not started a Chinese restaurant, but he is serving chow mein with all the trimmings.

Motorman H. E. Crooks was struck by an auto at Tenth and Norton and sustained a slight skull fracture. We are pleased to state that is getting along nicely and expects to resume duty within a short time.



Division Four

C. J. KNITTLE

Howdy, folks. Just to be different we'll open the column this time by greeting a few trainmen, strangers to Division Four men but showing good fellowship and training in other Divisions. Conductor W. E. McGuyre came to Division Four from Division Two, having changed places with Conductor M. O. Bowles. Conductor M. B. Whitaker, also of Division Two, traded places with Conductor W. T. Gunn. Conductor R. Chase of Division One changed places with Conductor H. Buness.

Motorman M. P. Knepper returned from a ten days vacation January 5th during which he motored to Palm Springs and Cedar Pines Park (Lake Arrowhead).

Conductor C. D. Sayers returned to duty January 6th after spending eleven months on the sick list following an auto accident in which he suffered a fractured spine.

Conductor Farr had the pleasure of dining at Conductor A. L. Layton's home one day recently. After a splendid meal and a pleasant evening Layton offered to drive Farr home and discovered someone had stolen his spare tire.

The news of Conductor S. J. Despars' sudden death January 8th was received with great regret. Despars was stricken with a heart attack while eating breakfast. He was buried in Calvary Cemetery. Our heartfelt sympathy is extended to his mother.

Motorman F. M. Hill was granted a week off recently to entertain visiting relatives.

Conductor J. L. Schnur is mourning the loss of a brother who passed away January 19th in Sacramento. On receiving the sad message, J. L. left for Oakland by airplane for the funeral.

Conductor A. C. Freeman was also deeply grieved when word of his sister's death in Macon, Georgia reached him. As she was his only living blood relative and her passing was entirely unexpected, Freeman was stricken with sorrow. We extend to him our earnest sympathy.

Conductor G. Granger was granted a

thirty day leave lately, and although he left no note of his plans, it is presumed he is looking over his claim in Desert Center.

A false rumor almost went abroad the other day when someone remarked that our bachelor friend, Motorman F. H. Jensen, had purchased a swell looking ring. Jensen, however, quelled the report by informing us he had only purchased a baby ring for the two year old daughter of his closest friend, Motorman R. J. Lee.

The results of the bidding on advertised runs which came to light January 22nd were very interesting. Motorman H. A. Patterson was awarded a Pico Owl. Motorman B. H. Hellman returned to his beloved haunts, the "C" Line, and Conductor G. K. Webb forsook his Crown Hill run to come back to Pico Line.

A new schedule on Line "N" took effect January 25th.

After a very serious operation and several months on the sick list, Motorman C. R. Deane reported for duty January 26th. He received a hearty welcome.

Former Safety Operator A. G. Nelson dropped in January 24th to say "hello". A. G. is now "street-carring" for the San Diego Railway and said R. K. Dowell and E. C. Blodgett, former trainmen of this Division, are there and doing nicely.



Division Five

FRED MASON

For forgetting to remember, Conductor R. I. Burton is the champ. His run calls for him to make a relief at 54th and Hoover and to get relieved at that point. Of course, Ralph uses his little old Chevrolet Roadster to get to and from that point. It seems that it gets him there alright but he forgets all about it when he's relieved and three times in one week he came to the barn and turned in and then had to go back for the Chevy.

Clerk Charlie Cline is sporting a new Dodge Victory Sedan, but possessing a quiet disposition, kept it to himself. As you all know, he has been driving a model "T" Ford years and years and years. Backing out of his driveway in his Ford was duck soup for Charlie, but not so with the Dodge, otherwise he would have missed the pergola and he would not have had to ask his neighbor to help him carry it back where it belonged.

Conductor John W. Martin, who is on a sixty day leave of absence, writes from Trousdale, Kansas, that he arrived safely and says he is enjoying himself immensely with his folks and friends whom he has not seen for several years.

Motorman George Halsey is off for sixty days and is attending to some personal business in Famosa, California.

The month of January marked the return to duty of several of the boys who have been off sick for some time. Conductor D. E. McKinney, who was in an automobile accident in Yuma, Arizona, two weeks before Christmas, is now back on the job. Conductor A. McCurry is

another we are glad to see back on the job again after having been off since November last. Conductor J. W. Bowne is also hitting the ball after having been off since three days before Christmas.

Conductor "Tex" Hiller has been off for thirty days visiting his sick mother in Victoria, Texas.

Conductor A. J. Baker, who recently transferred to this Division from Division Two, has resigned on account of having to attend to some personal business in Tulsa, Oklahoma.

On account of moving over into the locality of Division One, Conductor A. L. Hagest has transferred to that Division. We all wish him the best of luck.

We are glad to see Conductor A. H. Eidsen back with us again after having been away since June, 1929.



JACK BAILEY

No news is bad news for the Editor, so here goes:

B. E. Timbs, Assistant Foreman of the Carpenter Shop, was all set to take the family to Big Pines over the week-end but a bridge went out and he had to see the dentist instead.

Carpenter B. Perry is reported moving into a new home. Some class to that boy, Bob.

Now that M. Wassell has recovered from his sick spell and returned to his post, the Carpenter Shop is functioning 100 per cent.

For the first time, if at any, our old friend Bob Millan, of the Carpenter Department, is keeping his mouth shut. Millan is known as the Shop's best crepe hanger and gloom spreader. He is not saying much now as he does not like to talk with all of his teeth missing.

Painter John Bonsell has been absent the past week on account of falling off a chair. The place to keep it is in the cellar, John.

Painter Joe Oliveri has a new Chevrolet to keep him going these days.

It is rumored that Nick Fabergat, of the Blacksmith Shop, is mad at his box lunch girl at Avalon and Slauson and is now getting up half an hour earlier to come around Vernon way to see the other girl.

J. J. Tolin, Blacksmith Helper, has just bought a new Essex but does not seem to be satisfied with it as he is installing Buick parts all over the car.

Has any one noticed that cloud of gloom that is hanging over the head of our friend Ray Shollin, of the Pattern Shop? It seems that Ray is losing his old pal Art Perez of the Switching crew. Of course, Art should have a girl friend but it makes it bad for Ray when she is as near as our Store Department Office.

Tom Rocha, of the Winding Room, is sporting a new 1928 Buick, new to him.

Ted Ormston of the Winding Room had the door handles broken off his Nash while parked one night. Either the stealers were interrupted or they found out it was a Nash they were trying to get away with, for no further damage

was done.

Sam Vaccarello, of the Electrical Wiring Department, was called out to the gate last week by his wife. It seems that Sam locked all the doors when he left that morning and put the key in his pocket. Imagine Mrs. Vaccarello's embarrassment in climbing out of a window and Sam's embarrassment in finding she got out.

W. D. Smith, of the Mill, is reported on the sick list.

Truckman J. Mathis sustained a bruised arm while cranking the old Ford. Some kick life in the old wagon yet.

Truckman L. K. Plummer took a trip over the Mount Wilson trails and returned home all broken out with poison ivy. Plummer says "beware of shrubs with trifoliolate leaves, as the herbage poisons anything it touches." Keep your clothes on, L. K.

Truckman O. Archambault says he got his face all cut up that way from shaving. Shaving what?

Art Clinton who has been on the Machine Shop sick list a long time, is back on the job and is looking fine.

W. V. Cook still answer on the Machine Shop sick list.

Just when our Machinist friend S. K. Knowles has completely vanquished our old enemy "sickness", he is unfortunate enough to have his wife confined to bed.

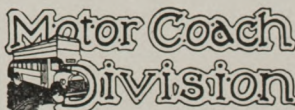
This is a little late but good:

S. Krewald and H. Nutter gave Joe Ellis a tonsil removal order for Christmas, paid up in full. In return H. Nutter was given a tooth brush and a hair brush. We know that Machinist Nutter has no worldly use for either brush but we are wondering about Joe's present.

These boys knowing that the chicken coops would be empty so soon after the holidays, decided to try their luck at rabbit shooting. We find that Trimmer R. J. Weatherly, Painter Charles Schneider, Painter J. A. Willer and Electrician Art Gerrard all went to Palmdale only to bag one rabbit. But a few days later Carpenter Ray Ernst, Trimmer H. D. Sievers and Switchman H. Lock went out and filled the bag with fourteen rabbits. The secret of their success as told to me is in their hunting system which should be tried by the other boys. Ray starts the rabbit out with a little pop gun while Howard fires a blank shell; the rabbit, thinking all is over, stops, and gives Hank a pot shot and is knocked over. Not so bad?

Jack Meehan, of the Air Department, who has been confined to his home on account of the flu is again with us, whiskers and all.

Have you seen that new Chevrolet Coupe that Upholsterer Bill Wilson is driving?



J. H. MCCORNACK

Please report all changes of address as soon as you move—signed Al Brehm.

V. C. Yarborough has been granted

a thirty day leave of absence. He was called to Lewiston, Idaho, on account of the illness of his father.

F. B. Terry has now been off work almost three months having his teeth extracted. R. E. George has also parted with his ivories.

F. L. Cleary was also granted a twenty day leave. He is going to Denver to be married.

W. P. Eunson has been laid up in the Methodist Hospital for the past couple of weeks with an ulcer on his leg. He would like to have more visitors.

J. Hughes talked to Jesse, or was it Ruth, so long the boys had to disconnect the phone.

J. Thornton, that dapper first choice Wilshire Conductor, has been getting a lot of free rides lately from Ford salesmen but he just couldn't decide whether he wanted the orchid color or baby blue so he bought brown.

V. H. Miller has Omar, the Tent Maker, make his shoes. He says fourteens feel so good he wears nineteens.

A. C. Davis is broken hearted. He couldn't find any "acey deucey" players and has been accused of being an old time Faro dealer.

E. E. Scannel backed up a block on his last trip to pick up a passenger. It is reported that the way he wears that second-hand hat caused him to go by.

G. H. Filer has just found out where the waitress in the little cafe lives—and so close to home, too.

W. H. Masters has had to stay overnight at the Division several times on account of exhaustion from cranking his Ford.

V. P. Higdon was operated on recently for appendicitis. The operation was entirely successful and he is recovering rapidly.

B. A. Kelley is becoming the most popular bench warmer. Some say his Conductor Bud Kays is leading him too fast a life.

V. G. Ray and H. A. Malt have been re-employed and are back on the Wilshire Line.

Once upon a time Simpson, Filer and Peterson had enough money to go to a show before pay day . . . Biely had a corn on the bottom of his foot . . . Blankenship used to be a dancer . . . Corey failed to miss out . . . MacFerson laid off a day . . . Schmalzgruber was called by his full name . . . Hemstead shaved all of his face . . . Griffith's baby could not walk . . . W. C. Adams shined his shoes . . . Bedford worked a full day . . . Blake had a sore throat and couldn't talk . . . Kresge bought a full new suit . . . J. W. Cook had a head of hair . . . Harrison ran across the continent . . . Lyle Dominicus Charles Hiersemann owned an entire automobile . . . Hoffman learned to dance . . . Kellog talked to the girls . . . Pop Campbell cooled down . . . Nottingham and McCurdy worked on Sunday afternoon . . . Moon Mullins kept his eyes on the road . . . Burroughs found his pot of gold . . . V. G. Smith worked Alvarado one day then laid off three weeks . . . Tatum's pay check was correct . . . Terry and George had a tooth . . . Towsley had a

mustache . . . Chick was short in a money wrapper . . . Gregory went fishing on Wilshire Blvd. . . . Stone reported for work on a Sunday morning and didn't ask to get off.

GARAGE

G. E. Penny wishes to buy a radio. He will give \$15.00 for a \$240.00 set.

Bill Baker has joined the never sweat, Sweat Shirt Club.

Jack Savage wants to know if it would be possible to extend Ed Garthorne's vacation to six months twice a year.

Lee Bignall has been caught holding matches while they burn from one end to the other and repeating, "She does, she does not."

Bob Rout was in from the desert for a short visit and wished us a Happy New Year.

Thomas Casey paid his respects to a sick girl friend the other evening by sitting up with her sister.

Bill Baker has it doped out from Keller's theory of relativity that Keller is one of Einstein's countrymen from East St. Louis.

Did you hear that Steen Parker was late the morning of the 20th?

The Garage now has a bowling team. They challenge any departmental team for a match game any time, any place.

Floyd Nolf and his wife were in that five car auto accident at 11th and Figueroa. When two cars hit, Floyd could not stop and hit the car in front of him, driving his wife's head through the windshield. An instant later a car from behind hit Floyd's car which threw his wife back into the seat again without a scratch. Yes, she had a stiff neck for a few days.

H. Gilfillan has tried to tell the Garage that he got five ducks with one shot and that he drove his Buick to San Diego in two hours and forty minutes, all in the same month.

Claude Simmons has been accused of being Scotch for trying to use 16 gauge shells in a 12 gauge shotgun. Luckily the 16 gauge shell would not enter the barrel far enough to let a 12 in behind it or this noble hunter might have had to be picked up with a pair of tweezers.

W. Jacobson has found out that aluminum alloy cannot be used instead of solder.

John Johnson has had so many different cars lately that he is accused of running a used car business.

O. Adams, with a party of friends, enjoyed a trip to Big Pines recently spending the day ice skating and at other winter sports.

Mike Casale reported for work last week with a black eye. He says that he fell down stairs.

Through Casale's advice Jacobson got his Studebaker running.

Wm. Decker's brother John was in the other day for a short "hello" to friends and acquaintances.

Ed Garthorne had the misfortune of losing his sister, Mrs. Leahy of this city. Her funeral was held the nineteenth.

Norman Lane likes to drive his Chevrolet to work but goes home without it.

John Marvel is going to buy an Austin as they are paving the street in front

of his house and he needs a car that he can drive home on the sidewalk.

It is reported that E. Smith did not make any resolutions January 1st as his New Year doesn't come until September.



H. K. CONACHER

DIVISION ONE

W. W. King has been transferred from Division Three to Division One. Glad to have you with us, Walter.

Geo. Atkins has something growing on his upper lip, which, he says is a mustache. Evidently he is trying to compete with Tom Lambert of Division Two.

E. W. Armstrong has received some very fine candy from New York and also some from Boston, which he very generously passed around. Thanks, Ed.

A. Wutherick is the proud possessor of a new Majestic Radio. The neighbors are sure in for it now.

G. K. Davis holds the record at this Division for a fast run to Palmdale, one hour and twenty minutes, in his new Ford. H. Ogden was so mad that he traded in his old car on a new Auburn; some of our rabbit hunters are going to get some fast rides now.

DIVISION TWO

V. R. Bell is now a full fledged citizen of the fair city of Inglewood, having purchased and moved into a new home on Brett Street.

Chas. Mullins and family spent Sunday the eighteenth at Catalina Island, visiting his daughter.

After having seen Jim Griffith's new teeth, R. Bates decided to have his removed and replaced by demountable ones. He is at present living on a soup and soft food diet, which he says is not so good.

S. T. Brown and wife spent Sunday the eleventh visiting his parents, who live near Bakersfield.

Geo. Singer is now prepared for his summer tour and vacation, having had the Oakland overhauled. He says it is as good as new again.

Modern steel lockers are now being installed at Division Two, replacing the old wooden ones.

"Shorty" Keys and John Knight, former members of the gang, dropped in to say "hello" one day last month.

There is now in use at Division Two, a new type portable Circuit Breaker Tester, which is a big improvement over the old barrel type, inasmuch as it is much more accurate and eliminates the extra work and time of switching cars.

And then there is the fellow who thinks that a floating bar is a pre-Volstead excursion boat.

DIVISION THREE

A. Pabst received a telegram on January the eighteenth notifying him of the death of his brother-in-law, in Kansas City. He left on that date to attend the services.

G. B. Magin also received notice of the

death of his brother at Red Bluff, California.

Division Three extends their heartfelt sympathy to both families in their bereavement.

G. F. Treneer and family spent Sunday the eighteenth at the County Playground, Big Pines, where they all had a good time in the snow.

DIVISION FOUR

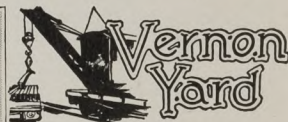
Cecil Gerrard and a party of friends spent New Years day at Agua Caliente. Tom Watts enjoyed New Years Eve at White Oak Lodge.

C. Parker will now be able to get out on Sundays and see some of the sights having just purchased a Studebaker sedan.

DIVISION FIVE

R. C. Litz has been granted a thirty day leave of absence to attend the funeral of his brother, who was killed in action with the U. S. Marines in Nicaragua. The interment is to take place in Indianapolis, Indiana.

O. Dewberry has purchased a 1931 Essex.



H. I. SCHAUBERT

The recent rainy weather put Mike Finn in a reminiscent mood and he told of the time he found it necessary to use a row boat to harvest a crop of potatoes. Yeh! Mike would be like that—he would wear snowshoes to pick cocoanuts, probably.

Ed Fleming brought back to us Bud Fisher's famous comic strip in real life when he put Carl Heffington and Charlie Ware together on the new paving repair gang.

Charlie Shelton had a thrill that few have had, and none want, when the excavator got out of control and ran wild down the hill on Avenue 45 the other night. No one hurt and very little damage to the excavator.

"Doc" Robey was a pleased spectator at the demolishing of some obsolete cars at Vernon Yard. The Track Department is not boasting, because "Doc" admitted that more was accomplished in a couple of hours than his men and been able to do in as many weeks.

Sam Mouser is working nights on the dump at Fifth and Vermont while the Marmion Way job is on.

This job on Marmion Way has been a big help to a lot of trainmen in wearing out their old clothes. Rodifer, Lund, Hogan, Lofton, Campbell, Vatcher, Watson, Anderson, Barry and Mason have all been temporarily transferred from the Operating Department for work train service.

Since Cal Simmons listened to Fred Kessler's very florid opinion of derricks and the proper method of reaching a job, Cal has not again attempted to reach the Marmion Way job by continuing north on Spring Street past the City Hall.

Many thanks to Charlie Netz for his able assistance in obtaining a new typewriter for the Vernon Yard office.