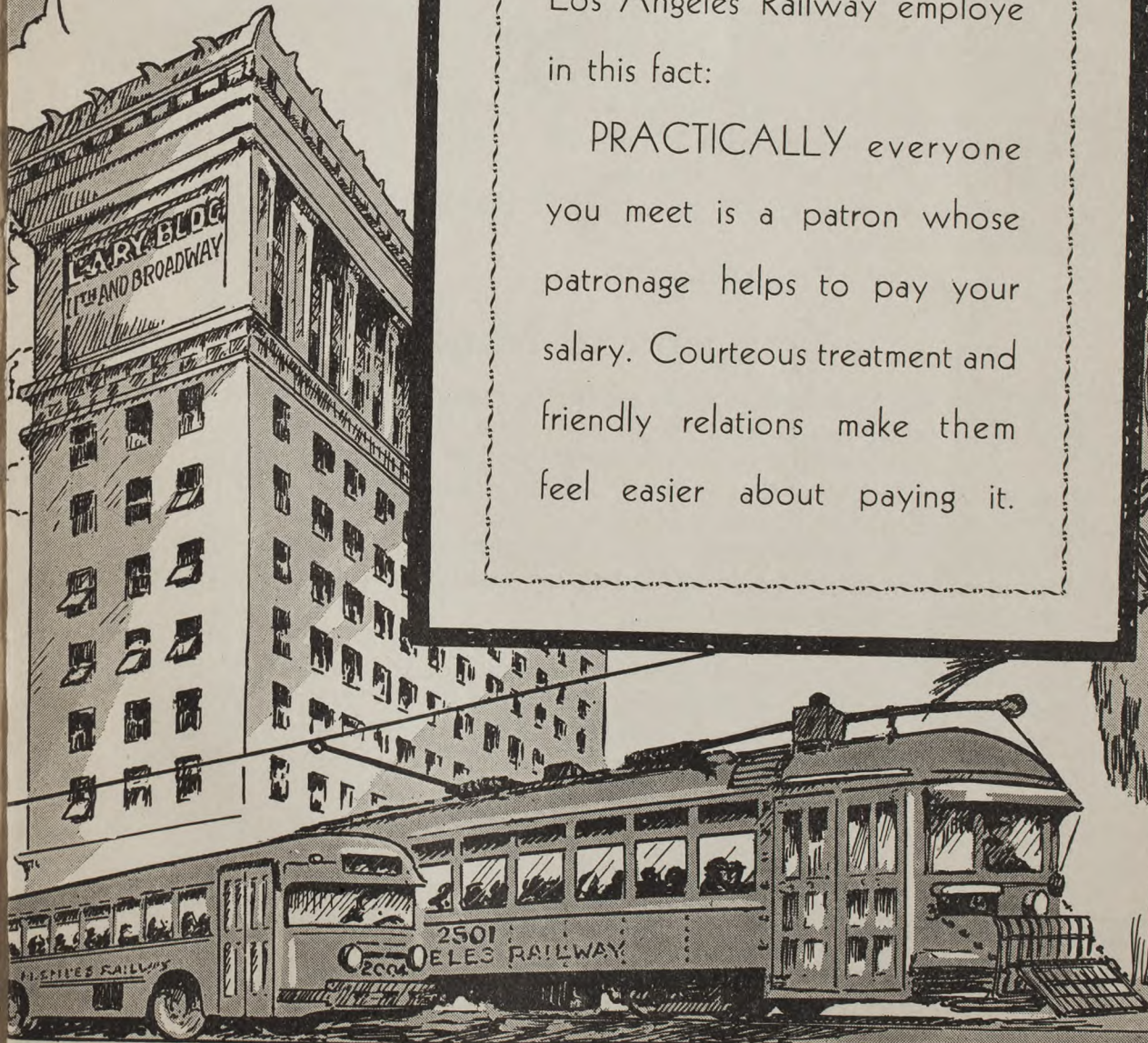


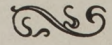
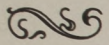
TWO BELLS



THERE'S inspiration to every Los Angeles Railway employe in this fact:

PRACTICALLY everyone you meet is a patron whose patronage helps to pay your salary. Courteous treatment and friendly relations make them feel easier about paying it.





A Chance For Salesmanship



COME ye, come ye, all good trainmen and listen well. Here is real opportunity to help the company, your fellow trainmen and the riding public.

Have you heard about Line "2"? This line was put into operation on December 22nd from First and Vermont east on Seventh Street to Central Avenue. Line "2" was put in as an experiment during the Christmas rush to accommodate short haul passengers, or passengers originating anywhere between 3rd and Vermont and Seventh and Figueroa coming down town. This line is only a *temporary* line. Mr. Hill says, though, that if travel justifies it, the company will make Line "2" *permanent*.

So here's our chance to sell this line to patrons. This applies especially to trainmen on Lines "S", "H", "R" and "V" as well as Line "2" itself, although trainmen on other lines who transfer passengers west on 7th Street to points east of Vermont may have a large share in the retention of Line "2".

To help trainmen sell the service on this line to patrons, the company is getting out a small leaflet explaining the advantages of riding on Line "2" if your destination west is between Main and Vermont or if you are bound downtown from points east of Vermont.

Help the boys on Line "2" to keep their jobs by sending them all the customers you can!

Your Job and Mine

WITH national conditions topsy-turvy, many individuals are spying prosperity just around the corner while others are bewailing the fact that bad times are here to stay and so the present business depression is like a sick cow that is being subjected to remedies and antidotes so that the cream of good times will soon be back again.

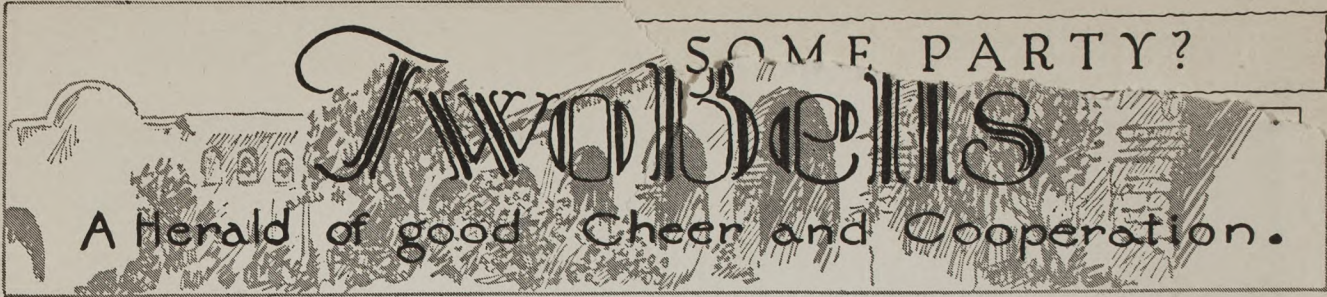
Our jobs ought to look pretty good to us right now and it should be much easier to meet people with a smile and to try to make them as glad to ride our cars as we are to have them.

Some of our patrons may be occasional riders or those who may be leaving their automobiles at home to test out the truth of what we are trying to tell them, that they can save money by riding the street cars and have more to spend elsewhere. If they have a pleasant ride they will be far more likely to become regular customers thus increasing the number of passengers riding street cars.

So your courtesy will aid prosperity and make your jobs more secure.



WE are not to judge thrift solely by the test of saving or spending. If one spends what he should prudently save, that certainly is to be deplored. But if one saves what he should prudently spend, that is not necessarily to be commended. A wise balance between the two is the desired end.—*Owen D. Young.*



Published Monthly by and for Employees of the Los Angeles Railway

JANET C. MCNEILL
W. T. SHELFORD

Publicity Manager
Editor

New "3" and "4" Lines Commence Jan. 11

Following on the heels of the inauguration of Line No. "2" on December 22nd augmenting service on Seventh Street between Central and Vermont Avenues, Lines No. "3" and "4", according to R. B. Hill, Manager of Transportation, will make their debut on 5th Street Sunday, January 11th, forming a two-unit line to be known as the Central Station and Larchmont Line. These lines will augment the present street car service for the territory through which they run, with the subsequent service additions and changes that are to be made on Lines "R", "I", "D" and "S".

Line No. "3" will be operated from Melrose and Larchmont, south on Larchmont to 3rd, east to private way, south to 6th and east on 6th and 5th to Central Station. This line supersedes the Larchmont branch of the "R" Line.

Line No. "4" operates only from 3rd and Gramercy, via private way and then over same route as Line No. "3".

Line "R" cars will be routed from La Brea east on 3rd to Vermont, south to 7th and east on 7th Street, then over present route to cemeteries.

Service on Line "I" will be extended to 6th and Alvarado from 4:45 a. m. to 6:20 a. m. and from 6:54 p. m. to 12:45 a. m. daily except Sundays and all day Sundays. Between 6:21 a. m. and 6:54 p. m. daily except Sunday, cars of this line will terminate at Beverly Boulevard and Bonnie Brae Street. Service between this point and 6th and Alvarado Streets during the above hours will be provided by Line "D" cars.

Line "D" cars will be operated over the same route as at present between 6:00 a. m. and 6:25 p. m. between Central Station and Beverly and Bonnie Brae, with the exception that there will be no Sunday service.

Cars of the "S" Line will be operated over the extension from 77th

and Central to Manchester and Central.

These new arrangements will add 21 cars to the service.

In an editorial of this issue, trainmen's attention is called to the fact that Line No. "2", although an experiment, can and will become a permanent line if travel warrants. Every conductor is therefore urged to familiarize himself with the transfer rules which are published so that he can clip and use for his guidance. Here they are:

Line "2"

Special traffic transfer will be used on this line. This transfer, or its coupon, will be good where lines join, intersect or diverge, with the following exceptions:

On Out Trip, leaving 1st and Vermont

NOT GOOD—North at 7th and Alvarado on any line;

West at any point east of Figueroa, on Lines "D" or "U".

On In Trip, leaving 7th and Central

NOT GOOD—North at 7th and Figueroa

East at 6th and Alvarado on Line "D";

East at 6th and Vermont on Line "R";

East at 1st and Vermont on Line "H";

Conductors leaving 1st and Vermont on out trip will punch out the numeral "70" in transfer, indicating the direction car is traveling, and on in trip leaving 7th and Central, conductors will punch out the numeral "90" in this transfer to indicate direction car is traveling. Accepting conductors will honor accordingly.

Coach tickets, Form S-Co.2, when issued from this temporary line, must be punched "No. 4", to indicate the line from which issued.

First cars will leave terminals as follows:

7th and Central—6:33½ A.M.
1st and Vermont—7:02 A.M.

Last cars will leave terminals as follows:

7th and Central—5:33½ P.M.
1st and Vermont—6:14 P.M.

No service will be operated on this line on Sundays or holidays.

Seventy-Eight Men Win Third Contest

With the wind-up of the third Safety and Courtesy Contest of the year on December 31st, seventy-eight trainmen representing the greatest number of men to finish on top of any of the contests, qualified themselves to become guests of the Management at a banquet, the date of which will be announced by bulletin.

The result of the contest reveals that trainmen were responsible in reducing the number of accidents for the months of October, November and December by 1,045 over the corresponding three months of the previous year, which is a reduction of 18.5%. The number of accidents by months is as follows:

	1929	1930
October	1,946	1,541
November	1,798	1,417
December	1,869	1,610
	5,613	4,568

Division Three, for the third time has a winning team that has an absolutely clear record—no mark against it of any kind. This time the Group is No. 1, consisting of a number of old timers in railway service.

Division Two with Group No. 22 and Division Four with Group No. 13 tie for second honors with four points charged against each team. Group No. 8 of Division One and Groups Nos. 4 and 25 of Division Five each have five points against them.

For the first time in the history of these safety contests there is a group that has won first honors twice in succession. This group happens to be No. 4 of Division Five.

The names of the men in Group No. 4 who were in this same group during the second safety contest, and therefore are twice winners, are as follows: Conductors M. Bixler, T. H. Carey, A. J. Konecny, P. L. Laurene and A. J. Maryhew. Motormen D. C. Cooper, L. Heinzman, G. Jacobson and

E. W. Watson. Two of the members of the group who were in the second safety contest were replaced by two others.

Here is the personnel of each winning group that is invited to dine as guests of the Company:

Division One, Group No. 8: Conductors G. R. Evans, J. O. McArthur, C. F. Rogers, F. E. Shuler, and A. F. Steiner. Motormen C. L. Bond, A. J. Dominguez, T. Forrester, J. H. Johnson, J. N. Smith and Safety Operators T. L. Beckstrom and T. Walsh.

Division Two, Group No. 22, Conductors E. V. Athenous, G. E. Barnes, R. J. Crothers, O. A. Croxdale, A. R. Duncan, C. H. Hudon, T. J. Kelly, A. R. Lewis, and W. J. Thomson. Motormen S. F. Early, F. F. Favour, O. Iffland, E. L. Mason, H. M. Pankey, E. J. Roche, R. R. Youts, and H. E. Patten.

Division Three, Group One, Conductors H. A. Beals, I. F. Hickox, D. A. Kuykendall, E. C. Molster, J. A. Morris, J. C. Phillips, A. C. Stover, and C. E. Vassar. Motormen E. W. Cole, J. Corson, C. H. Doughty, M. L. Hersom, T. W. Kingsbury, W. Millican, J. L. Ott, and C. R. Meador.

Division Four, Group Thirteen, Conductors W. M. Bowling, O. E. Goodwin, M. H. Grant, W. F. Henry and A. C. Ritter. Motormen M. B. Boyd, L. V. Brown, A. F. Kieffer, O. F. Lang, and J. J. Morgan.

Division Five, Group Four, Conductors F. W. Buxton, M. Bixler, T. H. Carey, A. J. Konecny, P. L. Laurene, and A. J. Maryhew. Motormen D. C. Cooper, L. Heinzman, G. Jacobson, C. N. Stowe, and E. W. Watson.

Division Five, Group Twenty-five, Conductors J. M. Bean, G. W. Dow, D. A. McCollum, R. J. Platner, P. J. Riley and F. W. Stebner. Motormen B. Butler, H. A. Hamilton, A. E. Johnson, D. C. Noggle, K. G. Norris and E. J. Shafer.

The Safety and Courtesy Contest commencing January 1, 1931, will continue for a period of four months, instead of three, ending April 30th. This contest will be conducted along similar lines as the previous contest. It's going to be tougher but it will show you who's who and how!

Change the Air

Bulletin No. 209 calls attention of motormen to the fact that at all times a sufficient number of ventilators must be kept open at the front end of the green cars, and conductors will, upon arriving at the terminal, open some of the windows on each end of car to permit any smoke that has accumulated during the trip to escape. Give both ends of the car an airing at each terminal by opening enough windows to create a good circulation of air, advises the bulletin.

The Seagull Roost Sextet



Left to right: M. B. Wallace; M. M. Wallace, M. J. Wallace, M. C. Howard, E. W. Howard and V. Z. Howard.

When the stove pipe argument comes up, "Does a motorman have to possess more brains than a conductor", with the Wallaces and Howards of Division Five in the dispute, brotherly love and affection for the lone motorman of the sextet, Motorman V. Z. Howard, runs kind of low. It is one of those family affairs where he doesn't get a word in.

And then to make the little bag of tricks a little more trickier, all the initials of the Wallace brothers start with "M", so imagine Acting Superintendent Dan Healy's embarrassment when he wants one of these boys. He has to specify whether it is Marvin Ben, Marshall Moody or Manuel James. Marshall Moody Wallace entered the service last August and transferred to Division Five from Division Two.

Among the Howard brothers we have Milton Cecil, Earl Wright and last, but not the least, Vincent Zaccariah. "V. Z." as you will note, is the only motorman of the sextet, and oh yes, we almost forgot girls, Milton Cecil is the only single one of the group.

So we say Thank You Mamma, Thank You Papa, Wallace and Howard, for five back seat drivers and one front seat driver, good fellows and a credit to the division they represent.

Watch Inspection Discontinued on Dayton Avenue

Trainmen's attention is called to the fact that the service of P. J. Flaherty Company at 2635 Dayton Avenue as watch inspector for the company was discontinued on December 23rd, last. No watch inspector will be maintained in this locality.

Bob Hill "Pinched"

On the morning of December 24th, R. H. Hilf, Special Representative of the Transportation Department, received a telephone call from Deputy Chief of Police James E. Davis, to immediately produce R. B. Hill in the Chief's office.

Hilf, alarmed, could not find out the reason for such a stern and abrupt order, but was told



R. B. Hill

if it was not promptly executed, a patrol wagon and a squad of officers would be dispatched to bring Bob in.

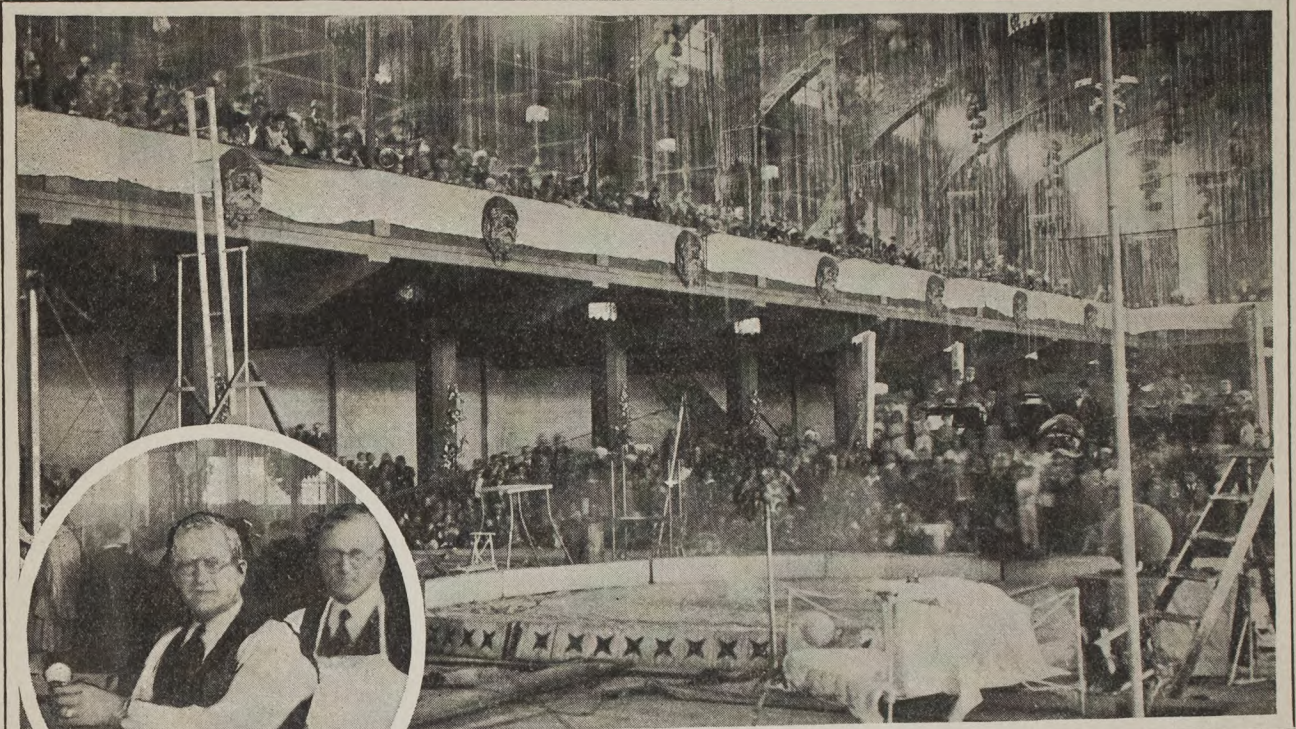
At the Police Station he was taken in charge of Deputy Chief Davis, Inspector Gifford, Lieutenants Peyton, Lofthouse and Padgett and escorted to the assembly room where some 200 officers were assembled.

Deputy Chief Davis then, in an interesting and impressive speech, on behalf of all the officers of the Traffic Division, presented Mr. Hill with a beautiful smoking jacket as a token of their respect and esteem for him and their pledge of cooperation to all members of the Los Angeles Railway in general.

Bob Hill, somewhat stunned, managed to reply, expressing his thanks and appreciation, and likewise pledging the hearty support and cooperation of his company to the limit in assisting "the boys" of the Traffic Division in their efforts to govern traffic in the city.

When Bob Hill returned to his office he was relieved to know that he would not be compelled to spend Christmas behind the bars, but happier in the discovery that he had more friends in the Police Department than he had ever dreamed of.

WASN'T THIS SOME PARTY?



The Christmas party at its height. The white mist in the ring is what the camera caught of the performing clowns as a time exposure photo was taken. Insert: R. B. Hill, Manager of Transportation, dons gingham apron and dishes out ice cream with the support of P. B. Harris, Manager Engineering, who is seen in the white apron.

The big social event of the year, the family Christmas party, held in the Shrine ballroom on December 19th, last, is now a thing of the past, but the thousands who attended will remember it for a long time to come as a highly entertaining affair.

The attendance of 11,000 people at this third Christmas party to be held in the ballroom, equaled last year.

Through the efforts of C. V. Means, general chairman, R. B. Hill, P. B. Harris, R. A. Pierson, division and department heads and corps of assistants, the affair was creditably managed and every detail worked out successfully.

Did the young people from three to sixty years of age eat? According to figures available, there were 25,000 sandwiches served, 10,000 cups of coffee, 8 gallons of mustard, 68 gallons of coffee cream, 30 gallons of buttermilk, 1,231 loaves of bread, 120 pounds of cube sugar, 60 pounds of American cheese, 30 pounds of Swiss cheese, 1,200 pounds of weiners, 100 pounds of Coney Islands, 75 pounds headcheese, 50 pounds of liver sausage, 75 pounds of balogna, 8,250 apples, 3,000 boxes of candy, 150 gallons of ice cream and 7,000

cones.

Drinking water for the thirsty was furnished through the courtesy of Miss Harriette Bryson, hostess service manager for the Sparkletts Water Company. It took 68 five gallon bottles of water to quench the thirsts and 11,500 Burt cups to assist in the quenching. Fifty attractive water bottles for table use were given out by the Sparkletts people.

The Al Copeland Hollywood Circus with its eighteen acts and fifty men and women performers entertained at 2 p. m. and again at 8 p. m. There were pony drills, trapeze acts, performing seals, dogs and monkeys, wire balancing, revolving ladder and rocking table stunts, contortion and acrobatic acts, interspersed with fun thrown in by the clowns for a good measure of laughs.

Music by the Ben Laietsky Shrine Orchestra, consisting of twelve pieces, furnished the pep and gusto for the performers as well as tantalizing tunes for the dances in the evening.

The toy booths did an enormous business and the toys furnished amusement during many hours of the day. The microphone served an excellent purpose in locating "lost" parents who had been forgotten dur-

ing the day while the kids were playing but who were badly needed as the evening wore on.

A fitting climax to the party was the door prizes—\$100 being distributed among the lucky holders of winning numbers and out of this amount, \$25 went to children in crisp one dollar bills.

The first prize of \$25 was won by Mrs. L. E. Mills, wife of Motorman Lawrence E. Mills of Division One; the \$20 prize by J. C. Keller, son of F. C. Keller, Mechanic; \$15 by David Schamp, son of Motorman C. E. Schamp of Division Five; \$10 by Clara Enos, daughter of Motorman L. M. Enos of Division One, and the \$5 prize by Ben Fulton, Assistant Superintendent of Lines.

The children's prizes were won by the following: Richard E. Cleland, Sara J. Moore, Shirley Clarke, Lucille Gates, Robert R. Wigge, Donald Keller, Billie Granley, Clifford Parker, Annette Lindsey, Donald McDowell, W. M. Etchison, Jr., Robert Reid, Elden Fraetis, Herbert N. Stewart, Mildred Williams, Buddy Etienne, Vito Sacasella, Marietta Terrill, Vincent Henschall, Donald R. Lentz, Shirley M. Johnson, Arlene J. Lund, Charlotte Wheelock, Jack Casey and Billie Davis.

Complaints Fewer Bouquets Revive

If there is one drop in figures that is welcomed by all concerned it is the downward slide of complaints. This indicates that the trainmen were "on their toes" during the month of December with the result that complaints dropped from 169 in November to 134 in December, a decrease of 35.

The only classification to show an increase is Starting Too Soon which went from 7 in November to 10 in December.

Discourtesy dropped from 19 in November to 18 in December; Fare and Transfer Trouble remained the same, 41 in November, 41 in December; Passing Up Passengers, 17 in November, 12 in December; Carrying Passengers Past Stop, 12 in November, 6 in December; Short Change from 15 to 9; Service from 24 to 15 and Miscellaneous from 34 to 23. Dangerous Operation stood at zero in November and the same in December.

Commendations Up

Another good windup for the old year was the increase in the number of commendations. Although only slight, it was in the right direction—46 in November and 56 in December.

Greetings for New Year

Mr. R. B. Hill,
Manager of Transportation,
Los Angeles Railway Corporation.
Dear Bob:

With grateful appreciation we acknowledge the many, many evidences of your friendship for this Department during the year of 1930.

Through your kindly efforts we have been able to build up a splendid cooperative spirit between your men and ours, and it is our wish now to extend to you and your entire organization the best of good health and good fortune throughout the coming year.

Very sincerely yours,
R. E. STECKEL,
Chief of Police.

C. D. Clark Robbed

Just how low down some thieves are will never be determined.

C. D. Clark and his well-known emporium was robbed of approximately seventy-five dollars worth of merchandise as C. D.'s car stood parked at 10th and Main Streets on December 20th, last. The theft occurred about noon.

Feathered Jealousy



As Ripley would say "Believe it or not", there is a female sparrow down at South Park Shops who does not like her looks in a street car mirror—in fact she is so much put out about it that she will fight her reflection until she is exhausted. After a short rest she will resume hostilities until again exhausted, repeating the attacks regularly at intervals.

These peculiar antics have been going on daily for the past month. The scene of the attack is on a mirror of a stored car in the yard near the Carpenter Shop. A male sparrow of the ordinary street variety will perch on the top of the mirror and await his ladylove's arrival. When she arrives at the mirror, her likeness starts her into a rage and then the battle is on.

Starting near the top of the mirror the bird will peck and claw the glass, sliding to the bottom; up again and again, her wings whirring like a humming bird, her tail spread fan shape as seen in the photograph.

These proceedings can be watched at a very short distance from the bird, so intent is she on the attack that she is entirely unconcerned about her surroundings.

According to an authority on ornithology, the cause of the attacks is jealousy. Sparrows are prolific and the mother instinct of the female creates a belligerent attitude toward an intruder, real or imaginary, in her domestic affairs.

So now another problem presents

itself to the Mechanical Department of the Shops. Superintendent Jordan is considering either covering up all mirrors of stored cars or removing the mirrors entirely as a means of protecting both mirror and bird from damage and injuries.

Square and Compass To Elect Officers

Members of the Square and Compass Club will be called upon to cast their votes for officers for the new year at the meeting to be held in the Masonic Temple on Saturday, January 17th.

The meeting will open with the customary 6:30 p. m. dinner and all members are urged to be present if at all possible.

The incumbent officers are: Honorary President, G. J. Kuhrts; President, P. T. Klingelsmith; First Vice President, Dave Mears; Second Vice President, George MacDonald; Treasurer, C. A. Henderson; Recording Secretary, D. H. Johnston; Financial Secretary, Julius Blum, and A. G. Rex, Marshal.

DEGREE TEAM HAS BUSY YEAR

With the raising of Eric Kenway of the Personnel Department in Euclid Lodge on December 11th, the Degree team under the captaincy of Phil Klingelsmith chalked up its twentieth candidate to be raised by the team during 1930.

A Family Affair



Here we have mother, brothers and sisters of Conductor T. G. Comberford of Division Three. All but Dad are now in Southern California and he is heading for the coast as soon as he can get away. Mr. Comberford is engaged in mining engineering. Reading from left to right, we have: Hugh, John, Daisy, Mrs. James Comberford, Mrs. Grove, Granger, Tom and Jim.

Witness Averages Down in 1930

Division Four wound up the old year in going once again over the seven point in securing witnesses to accidents—this time with 7.17. Division Two replaced Division Five for third position in December raising its witness figure from 4.49 in November to 4.93 in December. Division One remains in the pit with a few notches above its November figure.

November		December	
Division Four	7.04	Division Four	7.17
Division Three	5.56	Division Three	5.53
Division Five	4.76	Division Two	4.93
Division Two	4.49	Division Five	4.62
Division One	4.36	Division One	4.55

In retrospection of the accomplishments during the year 1930, the witness figures do not call for any blare of trumpets nor the beat of drums. They are lower than they have been in several years. However, one redeeming feature about the lower averages in witnesses is that fewer accidents have occurred during the past year, due no doubt to the safety campaigns. The month of December, 1930, with its increase in number of shoppers, also had its increase in the number of accidents which totalled 1,451, an increase of 141 over November, 1930.

The following are the average witness figures for the entire year of 1930:

	Div. One	Div. Two	Div. Three	Div. Four	Div. Five
January	4.56	4.60	5.73	6.09	4.63
February	4.11	4.69	6.08	6.88	5.19
March	4.72	4.61	5.54	6.69	4.52
April	4.79	4.77	5.72	6.07	4.51
May	5.24	4.58	5.73	6.90	5.42
June	4.65	5.04	5.87	6.50	5.12
July	4.34	4.80	5.83	6.64	5.12
August	4.27	4.84	5.41	7.19	4.89
September	3.65	4.78	5.80	7.07	4.71
October	4.45	4.75	5.94	6.97	5.51
November	4.36	4.49	5.56	7.04	4.76
December	4.55	4.93	5.53	7.17	4.62

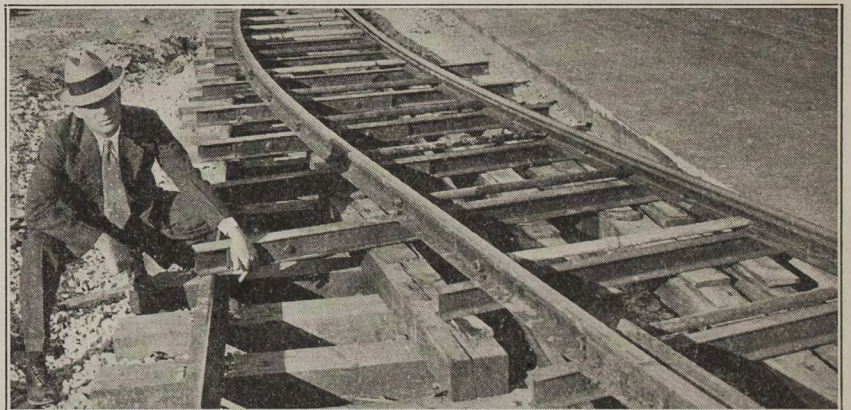
To All Trainmen

Trainmen's attention is particularly called to Bulletin No. 203, issued by R. B. Hill, Manager of Transportation, relative to the increase in the number of complaints for discourtesy. The bulletin is self-explanatory:

"The increased number of complaints which are being received indicates very clearly that many trainmen are indulging in an attitude toward the traveling public not at all in accordance with the policy of the Management.

"This will advise that all complaints of this nature will be thoroughly investigated and in every case where it is found that a trainman has been guilty of adopting a discourteous attitude toward our patrons, severe disciplinary action will be taken and no excuse will be considered sufficient justification for a trainman deporting himself in anything but a gentlemanly manner."

An Improved Portable Turnout



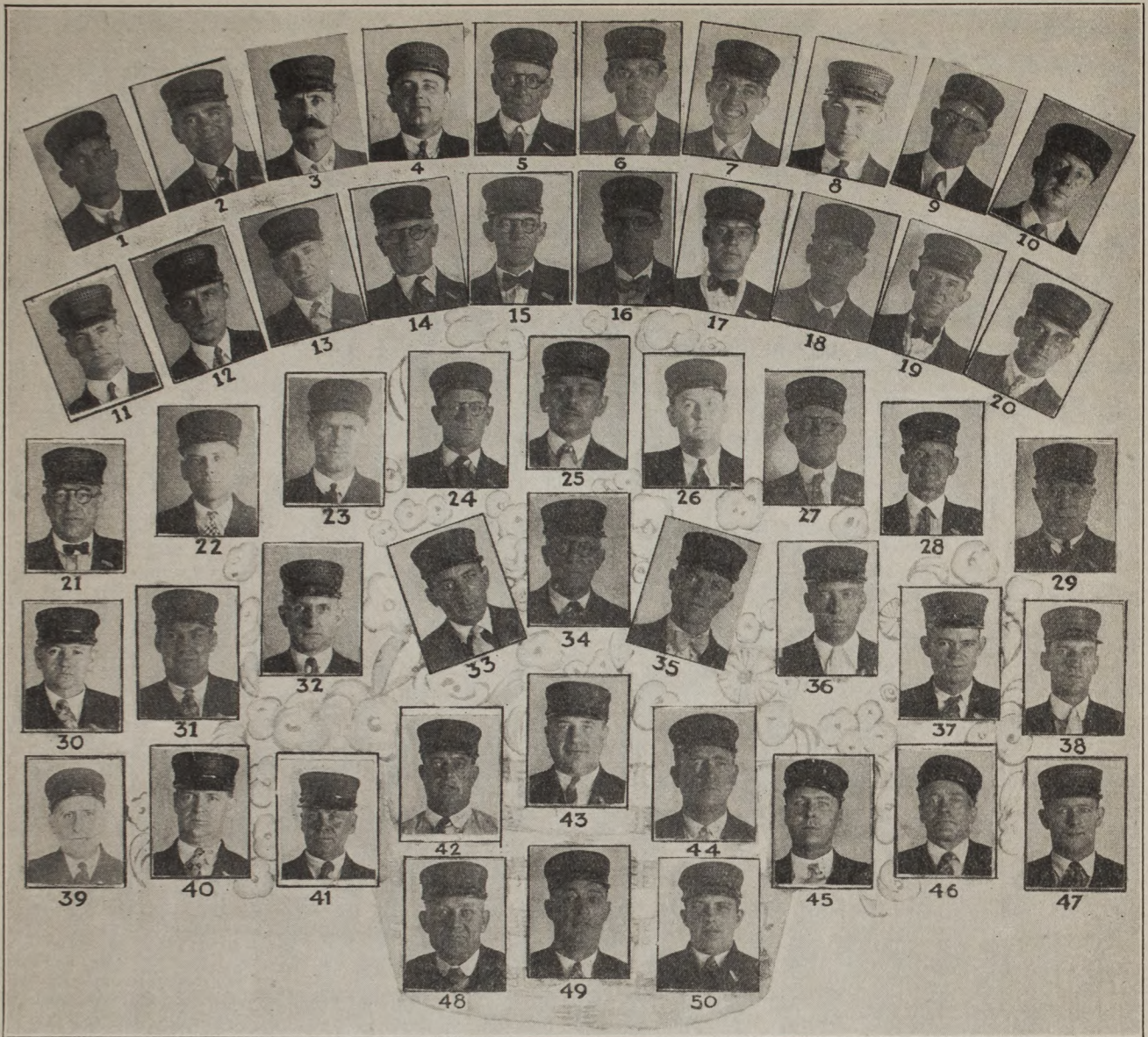
Here is an important unit that materially aided in completing the Market Street, Inglewood, track job in short order—the new portable turnout which is supported by a number of four-inch steel "I" beams fastened to the rails by 5/8 inch bolts through the base. In addition there are flanges underneath the beams that fit snug on the straight rails preventing any movement of the turnout.

B. H. Eaton, Engineer of Way and Structures, who is responsible for the improved unit, is pointing to the place where the flanges are located.

WATCH YOUR SPEED

Complaint is made by the Police Department of Huntington Park that our

cars operating on Pacific Boulevard are exceeding the speed limit. Motor-men must not exceed the speed limit of 25 miles an hour on this boulevard.



Bouquets

For (1) Conductor B. Loar of Division One from Mrs. Melborne for courtesy and kindness.

For (2) Motorman S. Scheinert of Division One from E. Shears who writes, "I think a great deal of praise is due Motorman Scheinert for avoiding an accident. An auto full of boys and girls switched across the tracks and only by prompt attention and quickness in applying brakes was the accident prevented."

For (3) Motorman J. A. Johnson of Division One from Miss M. R. Draper for courtesy and self-control under very trying circumstances.

For (4) Conductor H. E. Schultz of Division Two from Mrs. Lulu F. Granger for patience and courtesy to strangers.

For (5) Conductor R. M. Wilkins of

Division Two from Mrs. A. N. Clark for patience in answering questions and kindness to passengers.

For (6) Motorman M. E. Pennington of Division Two from N. N. Howe for remarkable speed and judgment in averting an accident.

For (7) Conductor F. J. Donnelly of Division Two from Mary Osborn for courtesy.

For (8) Conductor T. R. Latham of Division Two from Mrs. J. Moore for cheerfulness and courtesy.

For (9) Conductor S. W. Kenner of Division Two from Mrs. Charles Knopp for the refined courteous manner in which he answers questions.

For (10) Conductor W. H. Laing of Division Two from Dr. Joseph K. Williams for extreme courtesy and politeness.

For (11) Motorman E. J. Roche of Division Two from F. W. Kringel for good service, and for warning pedestrians descending from cars of ap-

proaching autos which he could see in the mirror.

For (12) Conductor P. G. Everts of Division Two from L. H. Gilmore for assisting an elderly woman to board car.

For (13) Conductor F. E. Sparks of Division Three from M. F. Casey for extreme courtesy.

For (14) Conductor H. W. Corneth of Division Three from Mrs. Sallie F. Drake who writes, "It gives me pleasure to commend Conductor Corneth for politeness and courtesy to everyone and for calling all of the streets."

For (15) Conductor M. C. Latham of Division Three from Mrs. Eliza Upham for helpfulness and thoughtfulness.

For (16) Motorman C. Hendricks of Division Three from Lois Saul for courtesy.

For (17) Conductor H. R. Richards of Division Three from Beatrice Ober for patience and kindness to his patrons.

For (18) Conductor O. L. Bessire of Division Three from Ann Murray for an unusual courtesy.

For (19) Conductor J. M. Scantlen of Division Three from Frances M. Hov who is pleased with his honesty and attention to duty.

For (20) Conductor S. S. Wollam of Division Three from Mrs. Joseph J. Normert for kindly directions given to herself and other passengers.

For (21) Conductor E. L. Jandro of Division Three from C. W. McCormick for many unexpected courtesies to passengers which make their trips more enjoyable. He is also commended by B. F. Goodwin who writes, "I can't help but notice the skillful and courteous way Conductor Jandro handles his passengers, and I feel that all of them depart with a feeling of cheer. Old people and ladies with bundles or children always receive special care on boarding or departing from his car." He is further commended by Mrs. George Thornton for courtesy in answering questions.

For (22) Conductor C. W. Aen of Division Three from Florence L. Kellogg for courteously and intelligently answering questions, and for special attention to elderly people.

For (23) Conductor E. V. Muckey of Division Four from Nurse Miriam Jean Rollins for courtesy and kindness.

For (24) Conductor G. J. Harrison of Division Four from C. E. Trichell for advancing his fare when he could not change big bill extended for fare.

For (25) Conductor C. C. Ditter of Division Four from Mrs. D. Lugo for courtesy to all passengers, and for directing them to their destinations.

For (26) Conductor A. C. Ritter of Division Four from Nurse Miriam Jean Rollins for courtesy in assisting her on and off car with very heavy luggage, and for giving up his stool to her when she could not find a seat.

For (27) Motorman C. E. Peregoy of Division Four from Jane Goodale for courtesy in holding car when he saw her hurrying to catch same.

For (28) Conductor W. E. Griffis of Division Four from Nurse Miriam Jean Rollins for kindness and thoughtfulness.

For (29) Conductor A. A. Goldsmith of Division Four from Miss Martha Berg for courtesy in stopping the car and waiting for her when he saw her running down the hill.

For (30) Motorman P. E. Doll of Division Four from A. S. Patrick for calling stops in a very distinct and clear manner, which is such a help to strangers in the city.

For (31) Conductor L. C. Davidson of Division Four from A. R. Redpath for answering questions courteously and giving detailed instructions as to just where they should change or get off, which is so helpful.

For (32) Conductor A. B. Chambers of Division Four from C. J. Goldsmith for courteously assisting an elderly, crippled woman from the car to the curb at First and Broadway.

For (33) Conductor G. F. Ritter of Division Five from Mary A. Stewart for extreme courtesy extended to her.

For (34) Conductor S. M. Fox of Division Five from A. Lowenthal who writes, "Despite the fact that I, with many others, was crowded in a car with people standing on the steps; passengers grumbling, cross and kicking, Conductor Fox is to be commended for his courteous manner in handling passengers. I trust it will be my pleasure to ride with him again."

For (35) Conductor M. C. Howard of Division Five from Mrs. J. G. Allison for courtesy.

For (36) Motorman W. E. Maupin of Division Five from Mrs. O. Fenske for extreme courtesy.

For (37) Conductor R. A. Lovelace and (38) Motorman G. B. Geerhart both of Division Five from Miss Ada M. Hewitt for extreme patience and kindness at a time when most needed.

For (39) Conductor W. R. Nichols of Division Five from Mrs. I. May Throop for thoughtful attention to all getting on or off cars.

For (40) Conductor H. O'Neill and (41) Motorman P. McGrory, both of Division Four from M. A. McMasters for many acts of kindness, especially during the Christmas rush were they helpful and always pleasant.

For (42) Motorman E. B. Weaver of Division Two from Frank K. Meyer for courtesy.

For (43) Motorman F. J. Cimmino of Division Three from R. Allen for courtesy and good manners.

For (44) Conductor J. B. Woodland or Division Four from Martha Berg for courteous treatment and for careful directions about the car routes over the city.

For (45) Conductor P. E. Atchison of Division Three and (46) Motorman L. E. Adkins of Division one from Miss G. C. Wilson for courtesy and cheerful helpfulness.

For (47) Conductor W. D. Grimes of Division Four from J. K. Poyas for courtesy, and gentlemanly manner in which he explained about transfers.

For (48) Conductor K. Mazurkowitz of Division Three from M. V. Dorn for an outstanding bit of courtesy and kindness.

For (49) Conductor A. W. Lease of Division Three from R. Santo for courtesy.

For (50) Motorman L. Vickers of Division Three from Inez Beers who writes, "I have never before seen a platform man so really thoughtful and kind. He called each street loudly, and many times motioned the people

getting off to cross the street in front of his car, in order to protect them from autos behind; yet did not lose any time for having waited, as he was so alert to make up time in other ways."



"Crown Prince" Craig is showing his father, William Craig, of the Garage, the new method of fixing timing gears. We fear they may be permanently fixed if he uses the hammer.

Thanks for Prizes

The following letters of appreciation were received by R. A. Pierson, Manager of Personnel:

"May I express my sincere appreciation for the \$25 in cash (first prize door money) —not alone for this but for the wonderful Christmas spirit the Los Angeles Railway manifests towards its employes each year at Christmas time. It is all put over in such a wonderful way and may the New Year award you accordingly."

Mrs. L. E. Mills.

Here's another:

"Mother took me to your office today to receive the prize you had for me.

"I want to thank you very much for the prize and also for the nice party we had. I am sorry that I did not get to meet you and thank you personally.

"I put the nice new dollar in my bank and shall watch it grow and think of the Los Angeles Railway.

"Again thanking you, I am"

Richard E. Cleland.

Richard Cleland is the six year old son of Conductor R. E. Cleland of Division Two.



Laurey Laughs



Bill's grandmother asked him to do some small errand.

"I've been doing things all morning for you!" he said in an injured voice.

"Why, Bill!" remonstrated his surprised grandmother. "Just what have you done for me this morning?"

"Well—" Bill looked doubtful, then triumphantly said, "I tied my shoes and buttoned my pants for you"

Candidate: "It is my intention to conduct a bunkless campaign."

Publicity Expert: "Swell, brother, and I'm just the buy that's got the boloney to put that hooey over."

"Do you suffer with rheumatism?"
"Certainly; what else could I do with it?"

The plumber worked and the helper stood helplessly looking on. He was learning the business. This was his first day.

"Say," he inquired, "do you charge for my time?"

"Certainly, you idiot," came the reply. "But I haven't done anything."

The plumber, to fill in the hour, had been looking at the finished job with a lighted candle. Handing two inches of that were still unburned, to the helper, he said witheringly:

"Here, if you gotta be so darned conscientious, blow that out."

First ROTC (preparing essay)—What do they call those tablets the Gauls used to write on?

Roommate—Gaul stones.

The local pawnbroker was aroused at 4 a. m. by a telephone call.

"What time is it?" asked a voice.

"What do you mean by ringing me up at this unearthly hour to ask the time?" cried the pawnbroker.

"Well, you've got my watch," came over the wire.

"You hit your husband with a chair? Pray tell me, why did you do it?"

"I did it," sighed the lady, "because I could not lift the table."

Father: "Why were you kept in at school?"

Son: "I didn't know where the Azores were."

Father: "Well in the future just remember where you put things."

Country Girl (to city cousin): "Out on the ranch we ride horses bareback."

City Cousin: "I should think the sun would blister you terribly."

Inebriate—"Whash ya looking for?"

Cop—"We're looking for a drowned man."

Inebriate—"Whash you want one for?"

Then there was the Scotchman who thought the Bridge of Sighs was a toll bridge.

It was knocking-off time in an Irish shipyard and one of the men shouted, "Any av you fellows seen me vest?"

Pat looked around. "Why, shure, Murphy, its got it on ye have."

"Begorra, Pat," said Murphy, solemnly, "an' so Oi have. An' it's a good job you was noticin' the fact, otherwise I'd have had to go home without it."

"And how is your husband getting on with his reducing exercises, Mrs. Nequids?"

"You'd be surprised—that battleship 'e 'ad tatooned on 'is chest is now only a rowboat!"

Timid Wife (to husband who has fallen asleep at the wheel): "I don't mean to dictate to you, George, but isn't that billboard coming at us awfully fast?"

Brevity is the soul of modern journalism. A budding journalist was told never to use two words where one would do. He carried out this advice in his report of a fatal accident in the following manner:

"John Jones struck a match to see if there was any gasoline in his tank. There was. Age sixty-five."

Division Assignments

The following men qualified and were assigned to Divisions in December.

To Division One, Motormen L. J. Howard, W. J. Hurley, W. G. St. Clair, W. H. Bruley, C. Julian, B. R. Wagers, W. H. Pratt, V. W. Regan, B. Phillips, W. M. Wagers, R. C. Short; Conductors F. W. Babka, A. Light, L. L. Rentch, J. L. Cooley, O. E. Early, H. O. Bliss, J. A. H. Arey, D. B. White, J. A. Thomas.

To Division Two, Motormen P. H. Thompson, M. K. Merrick, S. P. Snow, J. J. McDonald, H. O. Hanson, C. C. Harvey, C. Youngberg, L. C. Wahlberg, T. N. Harris, C. Provence, M. E. Iffland, J. A. Kindelberger, L. Murray, T. R. Anderson, R. W. Bailey, R. Williams, J. U. Williams, C. H. Richardson, W. E. Bleile, C. Festerman; Conductors C. F. Lytton, C. G. Jones, J. E. Adair, P. F. Riessen, L. H. Newton, W. S. Shepherd, D. F. Shaver, T. G. Webster, S. W. Hollis, J. A. Coyle, L. W. Rader.

To Division Three, Motormen J. A. Evans, A. W. Chamberlain, R. T.

Willis, H. A. Strong, H. F. Snow, C. A. Bushey, C. B. Cripe, L. F. Barefield, M. S. Danskin, L. W. Ferguson, E. Preise, R. C. Frost, B. C. Jones, W. L. Andrews, J. S. Palmer; Conductors H. Sydenstricker, G. E. Kinnison, C. A. Taylor, H. E. Heath, I. M. Peterson, A. W. Lease, F. J. Steddenberg, A. I. Thompson, F. M. Earhart, J. H. Garrett, C. S. McCoy, C. H. Fuller, R. C. McDougall, M. A. Zink, T. D. LaMay.

To Division Four, Motormen M. W. Sherbet, G. E. Sculley, H. Berry, C. T. Moon, W. B. Simmons, R. Lasater; Conductors F. J. Costello, I. H. Allison, A. A. Nieschulz, S. O. Osborn, R. C. Walters, G. E. Jolly.

To Division Five, Motormen R. W. Heaney, L. T. Bauer, P. V. Pickett, H. L. Curfew, C. E. Schamp, D. A. Brewster, A. Berry, M. G. Barrows, F. W. Petteway, P. E. Spence, T. H. Perkins, R. F. Thorne, R. Fehn, E. S. Hargis, W. B. Hester, T. C. Isbell, O. W. Lyford, H. E. Sater, C. E. Turner, E. A. James; Conductors E. C. Lander, W. L. Jordan, G. G. Mullin, E. W. Howard, H. H. Hely, M. J. Wright, C. L. Lindop, L. K. Wilson, A. E. Potts, C. M. Savage, F. W. Burke, T. J. Mulrine, J. M.

Sullivan, O. L. Collins, and D. W. Ryan.



This full grown rabbit was tracked down by T. W. Kingsbury, Motorman of Division Three and A. S. Kingsbury, formerly a motorman of this division. Standing by the deer is Tom Kingsbury who brought this fellow down in Ozo Canyon, wherever that is. The gentleman on the left is A. S. Kingsbury. The deer is a five-pronger and weighs 200 pounds.



Births

Conductor L. Klaris of Division Two announces the arrival of Norman Klaris on the twenty-seventh of November. Mother and son are doing nicely.

* * *

Eddie Serabia of the Garage is the proud papa of a seven and one-half pound baby boy, born December 13th. He has been named Earl Faxon after his two uncles. Mother and son are doing fine.

* * *

W. H. Masters of the Motor Coach Division reports the arrival at his home December 19th of a sweet baby girl, weighing six and one-half pounds. She has been named Hazel Mardell.

* * *

Two recent additions to the Baldwin family of Vernon Yard—a ton and a half Chevrolet coach, which Jack calls "She's my baby" and a seven and a half pounds of son called Donald Robert.

* * *

To Motorman R. C. Parker of Division Three and wife a seven pound girl, December 9, 1930. Mother and daughter doing nicely.

Death Calls Many

Franklin Humbolt Barry

Motorman Franklin H. Barry of Division One was called to the Great Beyond on December 18th, after an illness lasting one month. He leaves a widow and four children. Barry was employed on April 17th, 1922, and was born in Walnut Springs, Texas, September 4, 1894.

Peter Joseph Gerhardt

Stricken ill while on his way to work, death came suddenly to Conductor Peter J. Gerhardt of Division Four on December 18th. Gerhardt was employed on October 4, 1919. He was born in Detroit, Michigan, April 23, 1878. He is survived by his wife.

Olaf Pearson

An old timer to answer the last call, is Flagman Olaf Pearson who passed away on December 18th, after a short illness. He was employed on July 25, 1907; born September 14, 1868 in Usby, Sweden. Pearson was a motorman at Division one for a great number of years. He is survived by his wife.

William Henry Wisdom

Motorman William H. Wisdom of Division Four answered the last call on December 18th, after an illness lasting but a few weeks. He was employed on August 30, 1919. Wisdom

Appreciations

Your kind expression of sympathy is gratefully acknowledged and deeply appreciated.

William A Fowler and daughter, Gladys.

* * *

We wish to thank our friends of the Los Angeles Railway for their floral offerings, sympathy and timely assistance following the death of our beloved husband and father.

Mrs. Frank H. Barry and daughters.

* * *

We wish to express our appreciation of your kind token of sympathy in our recent bereavement.

Mrs. O. Pearson.

* * *

I wish it were possible to express my deep appreciation for your thoughtfulness in my recent bereavement, and also to thank you sufficiently for your many kindnesses to my husband in the past.

Mrs. Peter J. Gerhardt.

* * *

We wish to express to the office force of Division One our sincere thanks for their expression of sympathy and for the beautiful floral offering.

Mr. and Mrs. E. O. McKinney.

* * *

We wish to express our thanks to our friends of the Los Angeles Railway Company for their kindness during our recent bereavement.

Mrs. Victoria Wisdom and family.

was born in Portage, Wisconsin, March 24, 1869, and is survived by his wife and three sons.

Homer Roscoe Clark

Homer R. Clark, Repairer, Mechanical Department, passed away on December 20th, following an illness of several weeks.

Clark was born in Greencastle, Indiana on September 21, 1873 and was employed by the Company on September 8, 1923. He is survived by his wife and daughter.

John Lena Bruno

Motorman John L. Bruno of Division Five passed away on January 1, 1931. He was employed on September 8, 1919. Bruno was born in Locana, Italy, November 22, 1893 and is survived by his wife.

The passing of these faithful employes will be keenly felt and deeply mourned by their many friends and co-workers with whom they were associated for so many years.



The twelfth day of the twelfth month was the end of bachelorhood for Russell Rowlands, operator of the Motor Coach Division, who was married on that date to Miss Cheryl Martha Goodwin of this city. They are at home to their friends now at 825 W. 78th Street. Congratulations.

* * *

All the boys of Division Five join in congratulating Motorman Earl Downing who was married on December 6th, 1930 to Miss Ida Thagard. Miss Thagard is the niece of Conductor Henry Thagard of Division Five. We wish you all the luck in the world, Mr. and Mrs. Downing.

* * *

Miss Sherill M. Bradley and Conductor A. E. Borman of Division Five were married December 31, 1930, at the Congregational Church, 54th and 6th Avenue. Only intimate friends of the two families were invited.

Following the ceremony, the wedding party was entertained by the bride's parents at a turkey dinner, where the proverbial bride's cake was cut and distributed among the guests.

Mrs. Bradley is the daughter of Conductor and Mrs. A. Bradley of Division Five. Congratulations.

Legion News

Trainmen of Division One, members of Sunrise Post, assisted in spreading Christmas cheer among some ninety poor families of the city. Baskets of foodstuff, each basket containing a chicken, of the feathered variety, and an assortment of groceries, were distributed among the needy families. Dolls for little girls and toys for boys were also provided.

Edwin T. Brown Post, which is represented largely by trainmen of Division Five, also distributed baskets of foodstuff to many poor families.

Canadian Legion

Among the list of new members of the Canadian Legion, Los Angeles Branch No. 10, appears the name of Tom Maguire of South Park Shops. Maguire was formerly a member of the 170th Battalion.

The State Command of this Post has just been officially authorized by Ottawa. This makes the future bright for members of No. 10.

Don't forget that Conductor W. S. Culver of Division One is looking for new members. Conductor W. G. Gerrie, of the same Division is Sergeant-at-Arms of the Post and a live wire in Legion work.

Coasting Record Shows Improvement

By JOHN COLLINS

Superintendent of Meter and Mileage Department

Observations made by the Meter and Mileage Department of coasting during the month of December indicate that most of the motormen are striving for a good record. A few, however, are operating the same as they did before meters were installed. These men are not capable of doing the work, or not interested in it, I don't know which.

Some of the extra men who work a different run on a different line each day are more familiar with the coasting possibilities of the line than the men who work the line regularly.

Three men were observed following heavy traffic so close that they could use but one or two notches on the controller. If they could put all the distance traveled in this manner together, they would find they had, at the end of the day, operated one round trip on one notch.

Some motormen are too slow in calling for bells, others are too quick, calling before women are safely on the car. Some of the conductors are slow in giving proceed bells. These are the ones most likely to fail to take the proper observation of the steps.

Many motormen have plenty of speed to carry them to their stop, but for some reason feed the controller to five or seven notches, then throw off. Their speed being greater than on the notch to which they feed. A few of the motormen are excellent judges in timing signals, others apparently do not notice signals at all, or at least do not take advantage of conditions brought about by signals.

Learn to read conditions one or two blocks ahead and control the speed of the car so no time is lost—maintain a high line speed by coasting.

When you know you are in a position to get a good layover, give one or two minutes of this layover to coasting for this is just as restful as the layover. It gives one a chance to relax while running and extends a five minute layover into a fifteen or twenty minute rest period.

See how many KWHs. you use on each round trip and how near you can come to the following number for the round trip.

Line	KWHs.
J 4 Motor	70
J 2 Motor	65
S 4 Motor 77th Street	72

Line	KWHs.
S 2 Motor 77th Street	66
S 4 Motor 61st Street	67
S 2 Motor 61st Street	62
A	59
N 4 Motor	33
N 2 Motor	30
F 4 Motor	55
F 2 Motor	46

About the best a man can make a round trip on Line "N" is 29 KWHs. for two motor car and 24 KWHs. for a four motor car. See if you can beat this. I don't think you can.

Prize Squash



The accompanying photograph shows little Barbara Griffith, thirteen year old daughter of Jim Griffith of the Mechanical Department, holding one of the famous banana squashes, which was put on exhibition at the Riverside County Fair, and grown on her Dad's ranch near San Jacinto.

Jim says this squash is just about half grown. As he was getting cramped for room he had to pull it off the vine to stop it from growing larger, and to prevent it from breaking down his fence.

For Sale

Used Lumber, good condition, 5 cents a length, also dining room table and rocking chair, \$10. A. Binder, 524 East 31st Street.

Three-piece overstuffed set, consisting of bed davenport and two chairs, \$45. Mrs. Gladys Iiams, Telephone Operator, Room 701.

Larys Lose to Firestone Win From Legion

The Mechanical Department Diamond Ball Team, winners of the interdepartmental games, stepped out to meet the Firestone Tire Ball Team at Vernon Yard, Sunday, December 28th, in a nine inning tilt that ended with 11 runs to 8 in favor of the Firestone aggregation.

In the first inning the Firestone team started off with four runs and it looked rather bad for the Larys. However, the Larys straightened out and in the fifth inning the score was tied, 8 to 8. One run in the sixth inning and two runs in the ninth put the Firestone team in the clear as the Larys were unable to score after the fifth inning. It was a close contest with both teams pretty evenly matched.

R H E

Firestone	4 4 0 0 1 0 0 2	11 16 2
Larys	1 5 0 1 1 0 0 0	8 11 2

On January 4 the Larys met and defeated the Huntington Park American Legion squad at Vernon Yard in a closely contested game of seven innings. The game started off in big league fashion with no score but in the third inning a couple of errors on the part of the legoinnaires allowed the Larys to slip in five runs.

R H E

Amer. Legion	0 0 0 0 2 0 2	4 10 4
Larys	0 0 5 1 0 0 x	6 6 2

Bowlers Finish Half In Eighth Place

The Los Angeles Railway Bowling Club finished in eighth position in the Electric League at the Davenport Alleys at the close of the first half of the season on December 17th.

In competition with twenty-three other teams in the league, the Larys were only four points below the winners, the Southern California Telephone Company, which won the first half by a slim margin of one point. There were thirteen teams that finished within seven points of the leading team.

The second half of the season begins on January 7th and terminates on March 26th.

The personal averages of the Lary Bowling Team are as follows:

E. C. Flemming, Captain	163
H. Petrie	161
A. Genn	159
J. Yarbrough	150
S. Wood	147

Total team average.....780

Thanking the Management for Christmas Party

The personnel of the Mechanical Department wish to thank the Management of the Company for the splendid Christmas Party at the Shrine Auditorium, which was thoroughly enjoyed by all.

We wish each and every one of you a happy and prosperous New Year.

At Division Two, we are still looking for the fellow who failed to have a good time at the Christmas party, but now have given up all hopes of finding him, for everyone, interviewed thus far, declares they had the best time of their life.

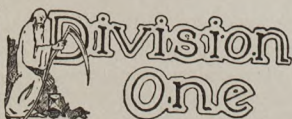
The biggest event on the entire social calendar of the Shops is always our Christmas Party, and this year's event was no exception. The large and happy attendance showed that our big family appreciated the spiritual significance of the occasion, and the big folks as well as the kiddies report a very enjoyable time.

At Division Four, we'd like to say a whole lot of good things about the big party, December 19, but seeing the thousands of employees and their families enjoying themselves, as never before, we can't say much more than "Thank You, Gentlemen", and repeat that we are very grateful to you for the splendid entertainment given us.

Glendale and Montrose Railway Discontinues Service

The Glendale and Montrose Railway terminated its service between Montrose and Glendale Junction and Glendale and Eagle Rock City on December 31st, last.

Trainmen are requested to familiarize themselves with this information in order that they may correctly inform any patrons making inquiries.



H. N. COLE

On a recent hunting trip, Conductor R. W. Brigham had good luck, bagging three rabbits. They were all neatly dressed and placed in a receptacle on the back seat, and when he left the machine for a

few moments to visit a friend's house, an army of cats invaded his car and devoured all three rabbits, leaving only the bones. So the "Chief" ate bacon and eggs again that night for supper.

While Motorman J. W. Hile was eating his supper about a week ago he glanced out of the window and saw his garage going up in flames. He succeeded in rescuing his new nineteen and thirty Dodge Sedan but only after it was badly blistered by flames and heat. An expensive camping outfit and all of his tools were lost.

The name of a certain one eyed man was made famous because of his gate crashing activities, and now comes a motorman with aspirations for a similar career but instead of gate crashing he has substituted window smashing. For further particulars see Motorman N. J. Tiss. He knows.

At the recent LARY entertainment, Lady Luck smiled on a Division One man. Mrs. L. E. Mills, wife of Motorman L. E. Mills, drew a twenty-five dollar prize. At the nineteen hundred and twenty nine entertainment, Mr. Mills daughter drew one of the dollar prizes. So it seems that it just runs in the family.

Call it the height of precaution or what you may, but Conductor A. F. Miller carries two money changers at all times, presumably for relay purposes.

For years and years Conductor L. E. Adkins was considered the best chess player at Division One, and he may be yet, but Conductor S. J. Singer is certainly leading a close second. Not that Adkins is slipping, but Singer is improving.

It is significant that the day after Christmas, the sick list was temporarily increased by the following names: Conductors W. S. Culver, F. E. Schuler, L. M. Hills and R. W. Brigham. Motormen E. O. McKinney, A. J. Stilo and F. E. Kimble.

Student George Schlueter, under the instruction of Motorman-Line Instructor E. R. Rath, met with a painful accident while on his way to work about two weeks ago and at this writing is confined to his home. An automobile ran him down as he was leaving a car, fracturing his ankle.

Motorman C. Julian, a newcomer and a product of Motorman-Line Instructor L. Burnett's art, wants it understood that while his name is similar to that of a well known stock promoter, he is in no way related to him and has nothing to sell. He is striving to put in lots of time and to raise a mustache that would be a credit to a Julian or any one else.

The passing away of Motorman-Line Instructor F. H. Barry came as a shock to his many friends of Division One, and speaking for all, we extend our heartfelt sympathy to his family.

We regret to announce that Conductor D. W. Tinsley is in the hospital where he will undergo an operation.

Glad to report that Motorman E. S. Day is out of the hospital and will soon be back with us again.

Motorman A. B. Stewart is back on the works after a temporary illness, and has again acquired that school girl complexion.

Conductor F. R. Nye, of the Mail and Register car has been confined to his home for over a month on account of illness. Conductor J. H. Stanley is filling his place.

At present the sick list contains the following names: Conductors Bill Sproule and J. D. Sweeten; Motormen J. L. Penny and L. G. Nethersole.

Foreman J. B. Lair has a new 1931 Studebaker. This makes his fifth machine of this make.



H. F. NELSON

Conductors A. G. Richards, F. T. Ginger, H. Bruggerman and Motorman T. A. Brewer took a couple of days off to go duck hunting but they had very little luck. A week or so later they went out after quail and had a hard job to carry them all back to town.

Conductor A. S. Mason resigned a few days ago and headed for Arizona where he intends to take up another line of work.

Motorman C. L. Nelson resigned after a ninety day leave to continue with his ranching. He is located close to Riverside.

Switchman G. W. Coulter is now working a full shift due to lines "U" and "S" pulling out of Division Two entirely, instead of part pulling out of Division One.

Conductor A. J. Baker is again back to work after spending three months visiting in Missouri, where he was also laid up with the flu for some time.

Motormen H. S. Best and H. E. Paten were placed on special duty as Supervisors for the Christmas rush.

Motorman L. P. Holden is busy looking for his Ford. While working the other night some one moved it away from its usual parking place and it has not been seen since.

Conductor A. S. Herrick was held up while on his way home a few nights ago. He had turned in and had put his changer in his locker so he had nothing to lose. Mr. Bandit let him go on his way unmolested, instead of putting him in his pocket and carrying him around for the balance of the night.

We wish to extend our sympathy to the following: Conductor W. A. Fowler, whose wife passed away December 16th; Conductor E. G. Koller, whose mother passed away December 20th; and Motorman F. Houschildt who received word from Lincoln, Nebraska that his only sister had passed away December 21st.

Motormen T. R. Anderson and M. E. Iffland are back to work at Division Two after several years absence. Both say it seems good to be back.

Motorman M. K. Merrick has transferred to Division One on account of living near there and not wishing to take his children out of school and transferring them. Here's hoping he likes Division One and will be well satisfied with the new lines, etc.

Motormen W. T. McLean, L. Liff and R. F. Miller, who have been on sick list for some time, drop around once in a while to say Hello. They are all improving and expect to be back at work before many weeks have passed.

Conductor T. S. McCleave resigned and is going home to Wyoming to assist his father who conducts a business there. The platform work has not agreed with him for the past year so he thought it best to make a change.

R. G. Wilson, formerly a conductor at Division Two, dropped in to see the boys the other day. He is in the Army, and is now in Los Angeles on recruiting duty. He spent three years in Panama and is willing to go back again if he can get the chance.

One evening while Motorman P. H. Lund was driving home he was stopped by two men, who flashed guns, they then climbed into his car and forced Lund to take them to Pasadena. With a gun poked in his ribs he figured it was a nice night for a drive, but was quite relieved when the two men reached their destination and piled out. Lund says they didn't even say, thanks.

Motorman J. C. Robeson has been laid up for a couple of weeks with neuritis, but is now able to be out and around.



Division Three

L. VOLNER

Among the last lost articles returned to this Division there was a Bible for Conductor C. E. Croughan. The boys are hoping that Croughan will read this book and profit thereby.

After making his last uniform do him for seven years, Motorman Lance has blossomed out in a brand new one, and he says if they are made out of as good stuff as they were seven years ago, he is uniformed for life.

Being a very convincing talker, Motorman O. D. Cox talked a motorist out of changing a tire on the tracks.

As radiant as the morning sun was the smile on Conductor Gasparro's face, when upon entering the assembly room he saw that one of the new green cars was marked up for his run. Gasparro is very accommodating and popular with his patrons and no doubt knows how pleased they are to sit on those cushions.

After being off duty for eleven days with the flu, Conductor I. D. Atkinson has returned to duty.

The number of trainmen's autos has increased so much that the garages were torn down to make more room for them.

After being sick for several weeks Motorman W. H. Gill is able to be up and around.

Conductor F. E. Munger is pinch hitting in the Schedule Department.

Motorman C. M. Ward is convalescing after several weeks illness. He expects to be back on the job in a short time.

Our motormen are so well trained in any emergency they know how to act.

Motorman R. O. Yarger, westbound at Macy and Main on the "B" Line started to make his stop and had made a regular stop and opened the exit door for a lady passenger to alight but at that instant his air was all gone, the car started to drift back down that hill and the lady was trying to get off. Quick as a flash Mr. Yarger stopped the car with the power and no damage was done.

The conductors are wondering if Santa Claus didn't supply some of our motormen with pencils, as they are not wanting to borrow the conductor's pencil so much since Christmas. You know our motormen have quite a lot of clerical work to do now-a-days.

Conductor Joe Fleming has returned to duty as a supervisor to assist during the holiday period.

After sometime off duty part of which was spent in a hospital, Conductor F. D. Caldwell has returned to work.

Motorman G. V. Hopkins is doing special work as a travelling instructor. This line of work should suit Hopkins, as he will get around more and see many more men, and he should do well with his wind shield.

Upon a visit to Bill Travis, who is in the Soldiers' Home at Sawtelle on account of a bad leg, Motorman H. H. Baxter said he found Travis getting along fine and being very nicely cared for.

It's a secret so don't tell any one—Motorman A. B. Parker is to be married. Cigars later. (Parker was working the Owl and could not get off.)

Motorman E. C. Helbling, who has been on the "B" Line so long, is now working a run on the "E" Line, much to the delight of some other men of that line—for Helbling was known as the greatest chattering eater of the bunch. Now the champion eater of this Hooper Avenue delicacy will no doubt be Motorman "Kelley" Cimmino.

In appreciation of the liberal patronage tendered the Car Barn Cafe, Manager Harry Tuttle is going to share the profit with you, selling a ticket good for \$5.60 for \$5.00. The best the markets afford and plenty of it—is Harry's motto.



Division Four

C. J. KNITTLE

And the rush and bustle of the Christmas season came to a smashing climax. Then we got our bearings, looked around, and New Years hit us square in the face.

Of course there must be a beginning and end to everything. The tough part of being a scribe on a monthly publication is that you have to dig up the dirt from the last month of the old year to start a new year with. Well, anyhow, it appears the gang over here has this far enjoyed the Happy New Year which Superintendent Wimberly so graciously wished us.

A line shake up was held for "P" Line crews December 3rd and went into effect the 5th. The new schedule was a great improvement over the old.

"N" Line also had a line shake up December 6th. The new schedule took effect the tenth of December.

Bill Greenwood, our bachelor friend who divides his hours of toil behind the controller and behind the office counter, and his roommate chipped in fifty-fifty and bought a new Ford December 8th. The next day Bill was working a Pico run and at First and Mission a flivver helped itself to a left turn in front of his car. Bill congratulated himself later for not hitting it because it was his own machine and his buddy driving.

The meetings for Division Four, in which R. A. Pierson carefully explained the new policy of the Personnel Department, under his leadership, were well attended. Mr. Pierson's message was gratefully received. Ernie Dye and John Collins also gave very interesting short talks.

Jack Barden, our well known yardmaster, blew himself for a new Ford coach, December 11th.

The news of Motorman W. H. Wisdom's death December 18th was received with great regret. Mr. Wisdom was one of our real old timers and was respected by all who knew him. Death came after a two weeks illness of flu. Our sincere sympathy is extended to the bereaved family.

While walking to the Division early in the morning of December 18th, Conductor P. J. Gerhardt was stricken with acute indigestion and died shortly after being rushed to the Georgia Street Hospital. Conductor Gerhardt lived at Ninth and Lake and was picked up at 11th and Valencia. Our sincere sympathy is extended to Mrs. Gerhardt.

Conductor G. S. Matern, one of our oldest old timers retired recently and has moved to his new home in Westwood. G. S. intends to content himself with a small insurance and real estate business.

Speaking of crime, here's one more: It happened at 12:38 A. M., December 22nd. Motorman L. B. Dundas's "C" car was laying over for time at Kensington and Douglas terminal. Dundas and Conductor Shields, were taking it easy in the front section. A well dressed young man boarded, glanced around and advanced leisurely to the front section. Suddenly he whipped out an ancient single shot pistol and commanded L. B. to "come across and be quiet about it. I have a pal outside."

"That's quite a relic," remarked Dundas quite unaware of a real holdup.

The bandit reached over and pulled his gloves from his pocket and threw them on a seat. Dundas reached down to get them and the bandit slugged him twice with the butt of the gun. Apparently unnerved by his own act, the bandit ran out of the car and disappeared.

Dundas was treated at the Receiving Hospital for two scalp lacerations and a sick stomach.

And so, dear everybody, we end up the news for 1930 and we are proud to tell that Motorman R. J. Lee had the happiest Christmas of all. Lee bought an eighteen pound turkey and while Mrs. Lee was preparing it, he drove down to the L. A. Orphanage and brought back

seven little orphans to share their feast.

There are many nicer things than working a night run on New Year's Eve—getting treated to sandwiches and hot coffee at midnight. Supervisor George Hargrove and two crews of Line "A", Motormen Scott, Baer and Conductors Kinney and Bohler were the fortunate ones. They were the guests of the West Adams Pentecostal Mission which is situated at the end of the West Adams Line. George Duffin of South Park Shops is Superintendent of the Sunday school and Mechanic Nolton of Division One is musician in the Sunday school orchestra.



Division Five

FRED MASON

Well boys, now that the holidays are all over we can settle down to the regular routine of the year 1931.

Conductor D. E. McKinney did not fare so well during the recent festivities. He took an auto trip to Yuma, Arizona, just before the holidays and was hurt in an auto wreck in that town, and has been off ever since. Just how badly he was injured we are unable to learn, but we hope it will not be long before he is able to be back on the job again.

Conductor N. S. Seely, who was on a leave of absence in Delta, Colorado, was unable to come back at the expiration of his leave, and has tendered his resignation. He wished to be remembered to all the boys.

Three pay days in one month doesn't appear to agree with Conductor Leo O'Hare. He received his check on the 10th, went and pulled a tripper, came back to the barn, reached into his pocket for some useless papers and tore them up. He and Merdie had a great time delving into the trash can for pieces of his check, which he had torn up with the other papers, but the finally got them all together, and with the aid of a pair of scissors and some gummed paper, pieced it together OK. From now on we are going to pay him in silver.

We are glad to see Motorman H. L. Parke back on the job again after almost six months illness.

Ex-conductor Bill Durbin writes from Tucson, Arizona, where he is getting along as well as can be expected, and sends his best wishes to all the boys. Said he would appreciate a line from any of the boys. His mail address is General Delivery, Tucson, Arizona.

"Baldy" DeMuth had a great time at the Christmas Party herding in the trained animals. If he had kept his hat on it wouldn't have been so bad, but when the seals came in, "Baldy" sure went green with envy.

We were glad to receive a visit from "Dad" Fisher just before the holidays. "Dad" came in from his ranch at Chatsworth and he's just as spry as ever.

Conductor Fred Skarda has been granted thirty days leave of absence on account of the serious illness of his father in Denton, Montana.

We all join in expressing our deepest sympathies to Conductor L. S. Lawler, whose wife passed away on December 20th, 1930.

We are all glad to see Conductor A. McCurry getting along so nicely after having undergone an operation at the Methodist Hospital. Mac is able to get around now and here's hoping, along with Mac, that it won't be long before he fully recovers his strength and is back on the job.



JACK BAILEY

Effective December first, Martin E. McCune shouldered the responsibilities of Acting Machine Shop Foreman. Sherman C. Kriewald will act as Foreman in Mr. McCune's absence.

A. Clinton and S. Knowles, two boys who have been on the Machine Shop sick list for some time, were in to see us last week.

Truckman Fred Joyce has left the service after seven long years and has turned back to the farm. Fred will locate at Fontana and will try his hand with grapefruit in a big way. We wish him good health and success.

Truckman John Glynn has a new Majestic Radio in his home. "Arrah, Mary and Bridget stay up with the diviling thing all night."

Truckman Jim Davison traded overcoats with his co-worker F. E. Marshall. We thought there was a catch in it some place. Marshall had to give Davison a bottle of hair tonic on the side. Funny business this hair tonic.

At last the boys found out why John Mathis, Truckman, uses such a large tank on his new Ford. To "specarate".

Carpenter Ed Holt met the boys at the gate Monday morning after the big football game between the Notre Dame All Stars and the All-West-Stars. Thus the big peanut shortage.

Carpenter J. S. Moore was granted ten days leave of absence to make a trip to New Mexico where he must have enjoyed a very cold Christmas.

Carpenter Ben Widner and family spent Christmas day at McFarland, California visiting his sister.

M. Wassell, of the Carpenter Shop, has been laid up over the holidays with a bad cold.

Ted Ormston, of the Winding Room, was so anxious to get home Christmas Eve that he ran out of the shop so fast he failed to see his wife who had brought the Nash to meet him. Ted was finally overtaken several blocks down the street, thanks to the familiar sound of the horn.

A substitute for an alarm clock, such as time bombs, shock apparatus or what have you, would have been a very suitable Christmas gift suggestion for A. G. Gerritsen of the Winding Shop.

Herman Furrer, of the Electrical Wiring Department, celebrated his tenth wedding anniversary last December 27th with a dinner with Herman acting as toastmaster to the family attendance.

Janitor Bill Atkinson, of the Paint Shop, suffered a stroke, but a slight breakdown in the knees was the final diagnosis after his check was returned to him last payday, it being lost for several hours. Old Santa Claus nearly passed by that time.

Painter Joe Rizzo, who has been absent for the past two weeks on account of illness, has returned to work.

We are wondering why some tobacco ad writer has not been around to see Berry Hector, of the Paint Shop. Hector almost missed out on the eats at the Christmas Party all on account of the dirty weed.

George Morton, of the Curtain Department, was granted a few days leave of absence, including the Christmas holidays, for a visit to Lone Pine with his family.

Ed Wing, of the Upholstery Department, came in Friday morning, December 26th, with a big red nose and was singing a very moist Christmas theme song. 'I'm Losin' My Susan Thro' Boozin'."

Speaking of "toughs" did you ever hear Freddie Hunt sing when he could not get those door castings to fit. That boy sure is hard boiled. They say he uses rivets for cuff-links, that his shirts are made of auto top material and that he has a propensity for munching porcelain between meals.



Motor Coach Division

J. H. McCORNACK

J. H. Campion has been granted a fifteen day leave over the holidays.

G. F. Goehler challenges anyone for a game of chess. They can name the stakes—either money, marbles or chalk. J. W. Vest is his manager.

H. E. Hupp, our well known bench warmer, wanted Christmas off. It is reported that he was afraid that he would not receive it so in order to make sure he cut his finger.

J. Thornton is going to get that new car now. His wife received a larger bonus than he did.

E. J. Berry, former catcher for the Angels, is now in the service. This gives us better prospects for a real baseball club next season.

L. W. Husted has received a 30 day leave to visit his folks in Texas over the holidays.

V. G. Smith, our robust Cash Receiver has been laid up for two weeks with rheumatism.

F. M. Fox, a former operator of about two years ago, dropped in to say hello. He is driving for the Greyhound now on a run from Fresno to Oakland.

O. Painter was unfortunate enough to be hailed into court. J. Hill appeared for him as a character witness and on being asked whether he was temperate or intemperate Hill replied that he didn't have any temper. R. Gay also appeared and on being asked if he saw any liquor about said, "If there was they didn't pass it to me".

J. Blankenship has given up dancing. He's in love.

GARAGE

Did you hear that A. Jackson went duck hunting and that Filfillan shot 57 ducks and 64 quail in four hours. If you had been in the basement you would have heard about it. Quack quack—boom boom. Scotty says they are going fishing next time.

Steen Parker will be glad to receive any suggestions on how to make cement paint dry on wood.

No, Joe Spearing, the Garage did not have the same girl in the gift booth this year as last.

R. C. McNally of the Second Shift left the service recently to go to his mother in Nebraska who is dangerously ill. R. V. Bailey replaces "Mac".

W. Brennen has been off sick since the 20th.

Robert Hester is now back on the job. He is gaining weight and says he is feeling fine.

G. W. Bruffet is a friend of the Garage boys now. He was instrumental in apprehending four of our 15th Street gasoline thieves.

Most of the boys have learned how to drive the new pole hoist.

It has been overheard that this smudge smoke over the city was partially caused by G. Borngrebe starting his Willys Knight.

Jimmie Deam was warming himself by the stove and someone turned the fire out but Jimmie stood there rubbing his hands, not knowing the difference, and seemed to get warm just the same.

Now comes Paul Wood with his hunting story. His party and he shot four times and killed five rabbits—the fifth one died of fright, we presume.

E. Sullivan says if he ever goes hunting the Garage will never hear about it.

Most people wear a sweat shirt because they perspire but Keller says N. Lane wears his to keep warm.

D. Sterling and his wife had a very pleasant visit and motor trip to Hemet Sunday the 22nd.

E. Wood has a new Chevrolet sport sedan.

Dean Ovard has finally acquired a real automobile. He has traded for an Essex. Dean reports that his finger is healing nicely and that he hopes to be back at work soon.

Joe Covington took a few days off for a business trip to San Diego.

W. Jacobson and J. Hubbard made a two day visit in San Diego last week with Jacobson's folks.

M. Casale has traded his Dodge roadster for a Buick coupe.

J. Stanfill was in for a short visit and told us that he is feeling lots better.

T. Juris is the new mechanic and T. Pjerrou is the new service man on the Second Shift.

Tom Marks takes a day off every Christmas.

B. I. Church reports that his Reo starts easily. It hasn't rained yet.

C. E. Lentz hid his children's Christmas presents among his neighbors because he knew it would be impossible to sneak them into his own house before Christmas. When Christmas Eve came his children wanted to sit up to see Santa Claus with the result that C. E. was out almost all night getting the Christ-

mas tree up and the presents gathered together.

Foreman George Borngrebe and his wife drove to Santa Barbara last Sunday for dinner. He says that he made 120 miles on five quarts of oil.

John Robison doesn't have a bit of sympathy for Beesemyer.

W. Jackson was fortunate enough to win a turkey for Christmas.

Superintendent C. B. Lindsey is having a new mail box made before next Christmas.

Let us start the New Year right by reading our manuals again carefully.



H. K. CONACHER

DIVISION ONE

J. H. McClelland spent the week end visiting with some of his friends in San Diego. No, he didn't go over to Tia Juana.

W. H. St. John is sporting a new Ford coupe, there is no telling how many counties he will visit now on Sundays.

T. P. Manes, of the Night Shift is at present off on sick leave with an infected foot. We hope to see him back on the job soon.

Introducing our new clerk, Willard H. Moore, replacing Geo. King, who has resigned.

DIVISION TWO

H. T. Brown spent the holidays by working as an extra street inspector, filling in for G. Mackay, who was visiting relatives in the East.

Herman Tafel, formerly a member of the gang, dropped in to visit us one day last month and to bid us farewell, as he was on his way back to the old home in Louisville, Kentucky.

We wish to take this means to extend our sympathy to J. Griffith and family on the loss of Mrs. Griffith's mother, who passed away during the month.

We are pleased to report that Sam Ventalora is on the road to recovery and we hope that he may soon rejoin us.

E. Angel lost a few days during the last of the past month due to an attack of lumbago.

DIVISION THREE

P. V. Lathrop, formerly of Division One, is now employed at this Division, on the night shift. Glad to see you back, Lathrop.

E. Volando, Repairman on the Night Shift, has been transferred to relief watchman, and will visit all divisions.

D. Gasink has returned to work after being off for several weeks with a broken arm. Glad to see you back Don, and hope you will have better luck next year.

A. Pabst came to work on Christmas Eve with a beautiful black eye and when questioned, claimed he ran into a door. That one won't work, it has been used too often.

A. Walker, Switchman, spent the opening day of quail season up around King City, where he bagged the limit.

W. King has returned to work after

being off for a few days on sick leave.

W. Alport and J. Scothorn spent Sunday, December the eighth, up around Lancaster and Palmdale hunting, where they saw many rabbits.

J. Keller, son of Fred Keller, is at present confined to his home with the scarlet fever, this is pretty tough, particularly after winning a twenty dollar prize at the Christmas Party. We all join in wishing him a speedy recovery.

DIVISION FOUR

J. W. Melvin and H. Earl spent the opening day of quail season up in Terwilliger Valley, where they report game to be very scarce.

J. Inman has traded his Essex coach in on a Studebaker sedan.

DIVISION FIVE

It is with sincere regret that we report the death of our old "Buddy", Homer Clark. He was with us for over seven years and commanded the respect and friendly confidence of all who knew him.

A. H. Bromilow, Repairman on the Night Shift, is back on the job again after being off for three weeks, due to an injury.

Geo. Macqualters' home was entered by burglars last Saturday afternoon and a large amount of jewelry and Christmas presents were taken.



H. I. SCHAUBERT

A Scotch exchange took place in the Yard just previous to Christmas. Charlie Ware received as a gift from Sir Fleetwood a perfectly good last year's calendar, Fleet in turn received from Sir Bevilacqua two cigars from Sir Sam's 1929 Christmas assortment.

Bill Morgan threatens to place a request that an advertising balloon be furnished as part of Bill Staffer's regular equipment. He claims that the present system of trying to locate Staffer from information furnished by McArdle is like trying to locate the proverbial needle.

Bill King has returned to duty fully recovered from his recent serious illness.

Jack Glover is off duty with an inflamed eye. Must be an epidemic, Jack. I saw a lot of inflamed eyes the day following Christmas.

Fleming, Banbury and Lane held U. S. C. in very high esteem. This was not, however, the opinion of Fleetwood. Result, a Merry Christmas for Fleetwood.

Jimmy Taller reports two very interesting moments at the recent Christmas party. One being when he thought he had heard his name called as a winner of one of the door prizes, the other being when Bill Morgan put on his exhibition of consuming six hot dog sandwiches without losing his appetite. Bill proved it by putting on the program a second time for some late arrivals.

We are sorry to have to report that Bert Schaubert, Scribe of this Column, is at the present time very ill at his home. We hope it will not be long before he is back on the job.—Ed.