

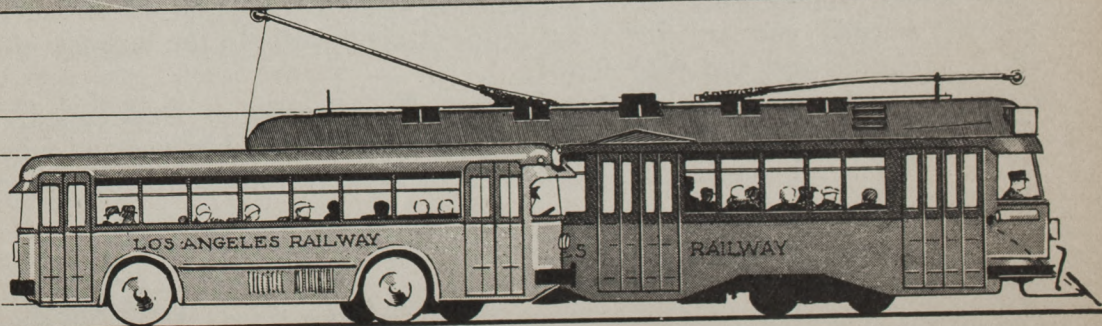
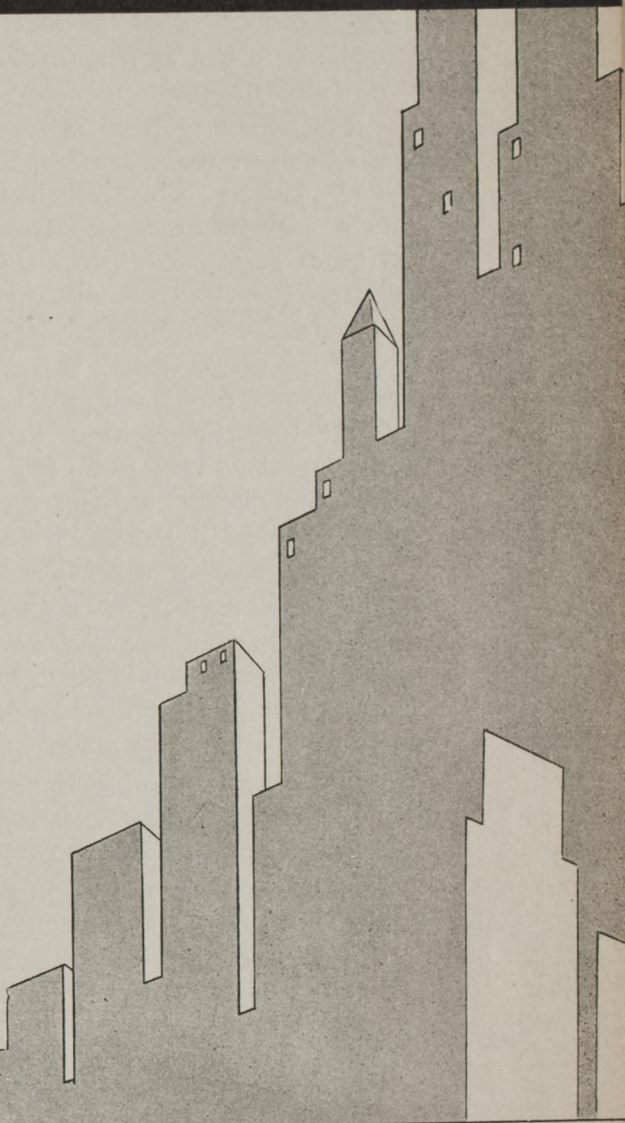
TWO BELLS

ARMISTICE DAY

As a voice speaking with the wisdom of immortality, come these stirring words of Marshall Ferdinand Foch's Armistice Day address delivered a few years after the closing of the war:

"Armistice Day, the 11th of November, should be made sacred throughout the entire civilized world. It is the day when we think of the noble sacrifice made by the hero dead, of the brilliant records of duty performed on the field of battle by those wounded, of the spirit of patriotism and bravery shown by those who, fortunately, escaped shot and shell.

"Each succeeding Armistice Day brings increased need of the supreme need of justice in the relations of men and nations, and of the duty that still belongs to us—as individuals—not less than it belongs to others—to give our best thought and effort to the establishment of peace upon a true foundation."



VOLUME

NOVEMBER

NUMBER

TWELVE

NINETEEN THIRTY-ONE

ELEVEN

EDITORIAL

To members of the Transportation Department and their families:

THE Transportation Department of the Los Angeles Railway is represented by two thousand two hundred and twenty-four active employes. This number, increased by relatives, friends and retired men, represents in the aggregate a sales force sufficiently large to stimulate business of any nature.

The street railway industry has faced many trying situations during the past fifteen or twenty years, but none as critical as the conditions which prevail at present. The time has arrived when each of us must stop and take stock of himself and quit passing the blame on to the general depression or to any other cause. The important thing right now is for each of us to support and help whole-heartedly and honestly the industry that is providing our bread and butter whether times are good or bad.

There are so many ways of aiding the company that we cannot touch on all of them. Strict adherence to operating rules and a real determination to give the best that is in us to our work will help to assure us of continued employment. There is no greater aid you can render your family, yourself and your company during these trying times than to work in constant loyal cooperation with your superiors and with your fellow employes.

How many of you boost the street railway business? How many of you defend the company when enemies or the misinformed criticise it?

Men in platform service should consider the street car they are operating as their own small business and make their passengers realize the earnest effort of the company to transport them safely and comfortably, thus making of them regular patrons.

The conscientious collection of all fares due this company is essential. Running away from or passing up passengers deprives the company of revenue out of which your wages come.

Avoid accidents, not only because they are costly to the company, but because it is human and decent to do so.

There are many ways in which other employes of the Transportation Department can be of service. They can assist in seeing that all fares are paid and, when present, that witnesses are secured to accidents and also hand their names in as witnesses. Any Transportation employe who takes a seat when paid passengers are standing is not doing his or her duty.

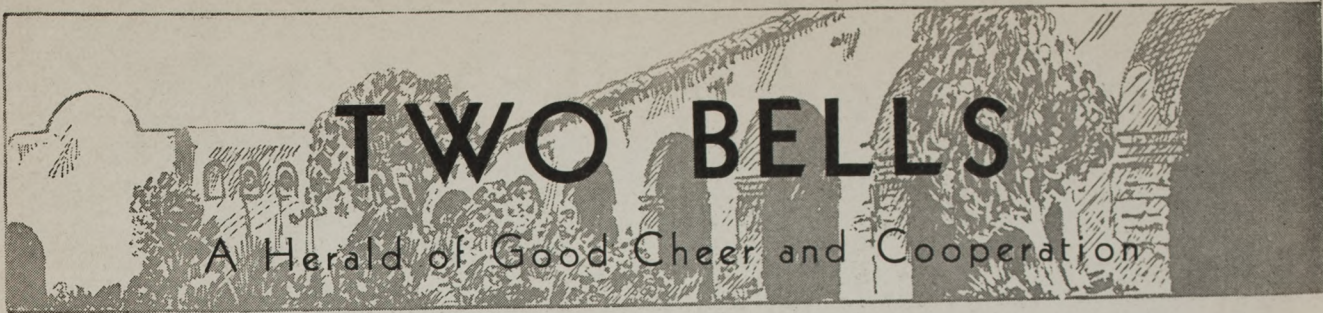
When you are at work, when in your home or on the street, when among friends, you can find many opportunities to help the business that feeds and clothes you and your family.

Let every one of us in the Transportation Department put willing shoulders to the wheel and boost the company wherever and whenever possible thereby increasing public regard for it and attracting actual business.

Sincerely,

R. B. Hill

Manager of Transportation.



Published Monthly by and for Employees of the Los Angeles Railway

Volume Twelve

November, Nineteen Thirty-one

Number Eleven

JANET C. McNEILL

Publicity Manager and Editor

Cash Awards For Your Ideas

The "Open Season" for suggestions is on. It began Monday, November 9th, with the exhibition at numerous convenient places of the first of a series of illuminated posters.

These posters are essentially requests of the management for advice from men who, by reason of their experience, have definite knowledge of needs in some department of our activities. The posters frankly indicate that the management has a keen appreciation and recognition of such knowledge and believes that many of the ideas presented will be of benefit to employes and the management alike.

There are seventeen or more locations on the railway property where these exhibits will be made. Each poster will be shown one week. A year and a half will be required to complete the programme.

The pictures are shown the first week at the five Operating Divisions, and the Main Shops; the second week, beginning Monday, November 16th, at the five Division Shops, the Line Department (16th St.) and the Garage; the third week, beginning, Monday, November 23rd, at Vernon Yard, the Coach Operating Division and substations.

Trainmen and the men at the main shops have received their "suggestion blanks". At all the places for posting, these blanks will be supplied by the superintendent or foreman on the day the first poster is shown, and thereafter about every two months for eighteen months.

On account of the length of time required to cover the whole system with the posters, it is not likely that any of the first suggestions placed in the boxes can be acted upon until after the holidays.

All suggestions will go to the main office, where they will be segregated and turned over to the proper departments for consideration and action.

Final decisions will be made by a committee of executives. Reports of findings and awards made by this committee will be published monthly.

The first poster, shown November 9th, is intended to let you know that the management is anxious to receive ideas which, if timely and practicable, will benefit you individually and the organization. It will pay CASH AWARDS FOR ALL SUGGESTIONS ADOPTED, ACCORDING TO THEIR VALUE.

In addition to the illustrated suggestion blanks that will be handed out about every two months, smaller blanks will be found in the holder attached to the top of the suggestion box. These may be used during the time between the distributions of the larger forms.

On these blanks are laid before you problems of great concern to both employes and management.

Many ideas not related to the direct questions on these blanks will occur to you. Regardless of the poster exhibited and the suggestions on these blanks, you are invited to submit any idea on any subject that may occur to you at any time.

In brief, the management invites your help and cooperation in solving many of the serious problems which now confront us or may arise in the future.

Therefore we appeal to each of you individually to view these posters weekly with an open mind for the good you may receive. In this manner only can we receive the maximum benefit.

Geo. B. Anderson.

True Thanksgiving Spirit Shown By Employes

"Thanksgiving to God is our bounden duty, but giving and sharing with fellowmen our Christian privilege. On this national day of Thankfulness, in our prayers let us count our blessings, and in our deeds share our joys and gifts that there may be Universal Thanksgiving."

The employes of the Los Angeles Railway have shown the true spirit of Thanksgiving time by their generous response to the Community Chest appeal for the needs of the unfortunate.

Up to the time of going to press, there had been subscribed by employes of the company the sum of \$13,105.00.

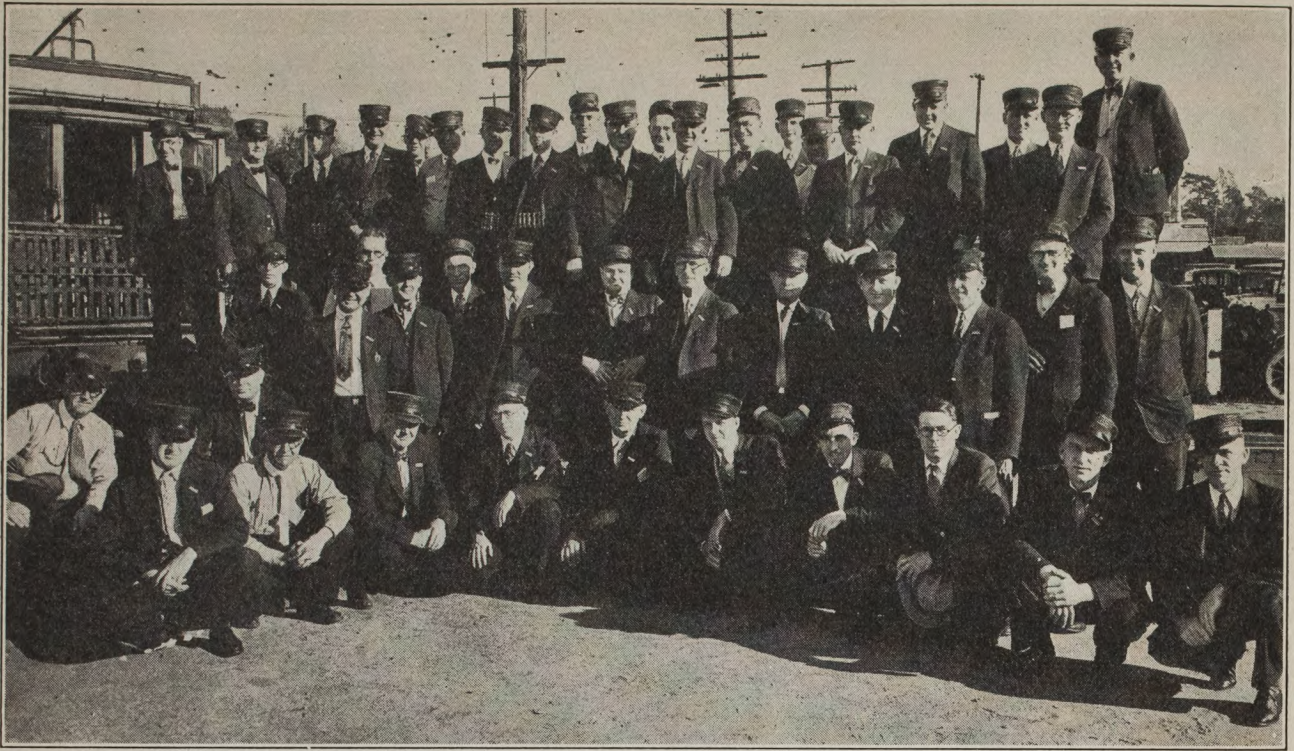
The campaign for the regular Chest fund and the campaign for the Emergency fund for unemployment relief is still going on and subscriptions are being taken.

Visitor From Honolulu

Edward de Harne, Superintendent of Way and Structures of the Honolulu Rapid Transit Company, was a recent visitor to the Los Angeles Railway. Mr. de Harne made a two months tour of the United States in the interest of his company visiting all of the major electric railway properties. He returned to the Islands November 1st.

Now Has Its Own

Division Two now has an individual compressed air installation similar to the other four Divisions. Division Two formerly received its compressed air from South Park Shops.



Just a few of the men who were interested listeners at the Division Meetings at the Foothill Division, better known as Division Three.

They smile willingly, and while they don't claim to be the best on the job they are at least a part of those men who make our street cars roll each day and bring credit to the organization for work well performed. Take your pick, gentlemen, there might be others just as good but none better.

Division Four On Top Once More

Every Division in the system took a slump in the witness per accident market during the month of October excepting Division Four, and they went over the seven mark again for the first time since July.

Division One slipped only a short way back of their September average, while Division Two dropped quite a bit farther behind their record for the previous month. Divisions Three and Five went into a real "repression".

There were 32 more accidents in October than there were in September, but fewer witnesses per accident for the same period.

Comparative witness averages for September and October are as follows:

September	October
Div. 3.....6.53	Div. 4.....7.01
Div. 4.....6.26	Div. 3.....5.81
Div. 5.....5.70	Div. 5.....5.04
Div. 2.....4.92	Div. 2.....4.69
Div. 1.....4.55	Div. 1.....4.47

The total number of accidents for October was 1146 against 1114 for September.

The total average witnesses per accident for all divisions was 5.26 for October and 5.51 for September.

Now, It's Up To You!

By J. C. COLLINS

Supt. Meter-Mileage Department

The campaign for correct operation is over, and if there is any motorman who failed to receive instructions he is requested to notify his Superintendent immediately.

There are many motormen who are less than ten points down in the red who are capable of being ten points up in the black. Carry it over the line to where you belong.

There are a few men at each Division who were instructed, but who may not have a clear understanding of the method or its importance. Their position on the list indicates either that they have not put the system into practice or that they are in the wrong business. There is absolutely no necessity for a motorman not understanding what we want in the way of correct operation, and there is no possible excuse for drifting back to individual ideas of how it should be done.

We will grant that his individual ideas are his own; his responsibilities are not. He belongs to the group, and group action, which is so necessary to our success, can only be effective

when backed up by an individual observance of certain principles which are based upon experience.

Be business-like on the job; avoid waste and unnecessary moves; be courteous and safe in running out your schedule. That is correct operation.

How The Divisions Stack Up In Contest

The end of the second month of the Sixth Safety and Courtesy Contest, shows that some of the groups who were leading at the close of last month, have dropped out of the picture and others who are still in the lead have points charged against them. Group 1 at Division Three, which did not figure in last month's report, has forged ahead and taken its place in the lead beside Group 16. Here's how they stand:

Division No. 1	Group 6, Clear
Division No. 2	Group 4, lost 1 point
	Group 5, lost 1 point
Division No. 3	Group 1, clear
	Group 16, clear
Division No. 4	Group 7, clear
	Group 19, clear
Division No. 5	Group 6, lost 1 point
	Group 12, lost 1 point
	Group 14, lost 1 point

Wiley Puts Punch In Division Meets

Division meetings were held at each of the Divisions during the week of November 2nd, also at the Shops, for the purpose of presenting a special message from the Management. The bulletin calling the meetings only said that the meetings would be of great interest and that the principal speaker would be one who had never addressed us before. So everybody anticipated something new and different and their anticipations were fully realized. Mr. Rod Wiley was the speaker and so interesting and dynamic was his talk that he held the attention of the men every moment. Mr. Wiley is a personnel and sales engineer of national reputation and has had years of experience in talking to large organizations on the subject of personnel development.

Following Mr. Wiley, our John Collins spoke, directing his remarks particularly to conductors. A resume of what he said will be found elsewhere in this issue. Extracts from Mr. Wiley's talk follow:

"The purpose of the poster campaign now being launched by the Management is to elevate the thinking and generally develop the personnel in order to obtain greater results from the association of many minds.

"Man's greatest asset is his mind. It is his greatest power for good and his best aid to happiness. There are many men who do not understand the functioning of the mind and therefore realize little of its power. Psychologists say that the average man uses only about one-tenth of his capabilities and potentialities from the standpoint of mentality, therefore, the development of the mind becomes the paramount issue. I want to appeal to you to study the messages on these posters for the good you can get out of them as there never will be a saturation point in the development of the human mind.

"In connection with the poster campaign there is a suggestion plan and the Management wants your help in trying to solve the problems which are of much concern. This plan will help to multiply the brain power of the organization. No doubt you often think of ways to do things better and now you are going to be given an opportunity to make suggestions concerning any department. It is a fact that most of the new ideas and improvements in industry have come from the men in the ranks and rightly so, because the man working with the details of any operation ought to know that particular work better than anyone else.

Through a specially devised system no one will know—not even the Management—the names of those who make suggestions until the idea has been finally passed upon by the executive committee appointed to look over your suggestions.

"Special blanks have been prepared and will be found on the top of each suggestion box. They will be available at all times for your convenience. Many an idea has gone astray for the want of a place to put it and we hope this will be the means of capturing any thought waves that might be for the good of the organization. Do not sign your name when making a suggestion; simply tear off and retain the stub—the number on it will be your means of identification.

"Cash awards will be given to the originators of adopted suggestions according to their value.

"Men may be born equal, but in this land of abundance and opportunity I think it is a man's own fault if he does not rise above the level from which he starts. The crying need in American business and industry today is for men who will think and think constructively.

"The best work is done by the man whose conscience will not allow him to do any other kind of work.

"Remember that two-thirds of promotion consists of motion. Make today's job a stepping stone to tomorrow's advancement instead of a resting place for today. A small man can make a big job shrink but a big man can make a small job gigantic. We need a little more push and a stiffer backbone to cope with the changing conditions. A man's brand of thinking either pays him or makes him pay."

Construction News

The Engineering Department is renewing the special work and curves at Seventh Street and Maple Avenue.

* * *

Downtown maintenance is being put into condition for the holidays by the Company.

Welcome Back!



J. G. Owens

The headliner in Division Five news this month is Superintendent J. G. Owens who has returned to duty again after having been off sick for one year and two months. To say that the boys, not only of Division Five, but those of the other four Divisions who know him, are happy to see him back is putting it mildly.

Since his return there has been a steady stream of well wishers into his office and he is as happy to see the boys as they are to see him.

Dan Healy, who has been acting superintendent of Division Five while Mr. Owens was away, has returned to his regular job as Chief Instructor. The boys at Division Five regretted to see him leave but his old crowd at the Instruction Department were mighty glad to have him back.

Veterans Dance

The Los Angeles Railway Veterans Club will give a dance November 18th at 8 P. M. in Patriotic Hall, 1816 South Figueroa Street. Tickets can be obtained from the Department Commanders at the various Divisions.

Standing of Divisions For October

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

Division	Loss of Courtesy		Loss of Safety	
	Motormen	Conductors	Motormen	Conductors
One	1	0	22	1
Two	1	0	17	3
Three	0	4	9	5
Four	0	1	10	1
Five	0	4	14	0
Totals	2	9	72	10

Safety operators are listed as motormen.

Highlights of Collins Talk

Here are the highlights of the talk given by John Collins., Supt. Meter-Mileage Department, at the Division Meetings, week of November 2:

"Reports to the office show that many of our conductors have allowed themselves to become careless in collecting fares, calling streets and in their general attitude.

"Many fail to collect for children who are over five years of age. They take the easy way of collecting transfers also, causing a considerable loss in revenue.

"The most important phase of our work is that of handling passengers. You can not handle people unless you inject a little feeling into your work. This creates an interest which leads towards the best results.

"Any man in the Operating Department, who is in contact with the public, is a public relations man just the same as if he had the title.

"We can not talk ourselves into prosperity but we can, by the manner in which we handle our patrons, keep from actually driving prosperity away from us.

"We can not make rules to cover every contact you may have with your passengers, but we can make a rule which covers every phase of the motorman's work as well as the work of a conductor. Here it is: Always imagine that your boss is standing behind you watching every move you make and listening to every word you are saying. Follow this rule and you will need no other."

Veterans Doings

The Los Angeles Railway Veterans Club held a highly successful meeting on October 28th at Patriotic Hall. Over five hundred persons were present to witness the initiation ceremony exemplified by Commander Kennedy and his Ritualists from Inglewood Post of the Canadian Legion, assisted by the official Color Escort from Post 10, Canadian Legion.

About seventy-five members were added to the roster of the Railway Veterans Club.

After the initiation ceremonies, a very wonderful program of entertainment was presented followed by refreshments. Among the musical numbers was a vocal solo by Mrs. Frank S. Matheny, accompanied by Mr. Matheny at the piano. John Collins, president of the L. A. Railway Masonic Club, was among the guests of honor.

Mr.
and
Mrs.
Frank
Matheny



New Coach Line

Effective Sunday, November 1, 1931, Los Angeles Motor Coach Company commenced a new line—Hollywood-Long Beach-San Pedro Line—providing a new, fast, through service from Hollywood, Western Avenue district and Main Street district south of Santa Barbara Avenue to Long Beach, San Pedro, Torrance, Wilmington docks and Catalina terminal, coaches operating through without change and avoiding downtown traffic.

Maps and timetables have been placed on display at all Divisions. On the route via Torrance, passengers will not be carried locally north of Manchester and Western Avenues and on the route via Main Street, north of 116th and Main Streets.

This new service is separate and in addition to Los Angeles Motor Coach Company's present local service in Los Angeles and fares do not provide a transfer to or from any local lines in Los Angeles.

Honor Roll

Gustave Ferdinand Block, Substation Operator, Engineering Department, has been placed on the Special Roll, effective October 16, 1931. Mr. Block was born in Germany, and was employed by the company on February 2, 1906.

* * *

John Armstrong Defty, Motorman at Division Two, was also placed on the Special Roll on October 16th. Mr. Defty was born in Wingate, England, and was employed as a motorman with the company on October 30, 1901.

A lovely wedding took place at high noon on Friday, October 23rd, at the Riverside Presbyterian Church; the contracting parties were Frank S. Matheny and Mrs. Marguerite Jensen.

Mr. Matheny is Supervisor of the Medical Division of the Personnel Department and his bride is head Comptometrist in the Auditing Department. Mr. and Mrs. Matheny spent a few days honeymooning at the Mission Inn at Riverside and are now back at their desks and are shown in the picture examining some of the visible evidences of the hearty good wishes of their many friends in the offices of the company. The small white specks in the picture represent about a quart of rice that deluged the happy couple when they made known their secret.

The office mates of Mrs. Matheny gave her a very handsome electric radio clock while the Personnel Department employes made Mr. Matheny a present of a very unique and colorful lamp.

Mrs. Matheny will be remembered as one of the Carolers, who for several years visited the various offices the day before Christmas, singing Christmas carols. She is a member of the quartette of Henry S. Orme Chapter, Order of the Eastern Star.

Square and Compass

The Master Mason degree was conferred on Brother H. W. Shenton, Machinist, Division One, at Henry S. Orme Lodge on Thursday, October 29th. Many of the club members turned out.

Brother Collins, President, advises there will be a meeting on November 21st when the initiation ceremony will be the order of the evening. Refreshments will be served immediately after the meeting.

Complaints Take Upward Shoot

Complaints for October increased over those for September in all but three classifications. Discourtesy complaints remain the same as for September, 22 each. Fare and Transfer Trouble went up seven points to 52 for October as against 45 in September. Starting Too Soon increased three points. Passing Up Passengers and Miscellaneous complaints each gained two. Service complaints were reduced from 9 in September to 2 in October and Short Change dropped one point.

Comparative figures are as follows:

Classification	Loss or Gain		
	Sept.	Oct.	Gain
Discourtesy	22	22	0
Fare and transfer trouble	45	52	7
Starting too soon	9	12	3
Passing up passengers	11	13	2
Carrying pasengers past stop	5	6	1
Dangerous operation	0	1	1
Short change	10	9	-1
Service	9	2	-7
Miscellaneous	26	28	2
Totals	137	145	+8

Commendations

Commendations regained the one point lost in September when the number was 52, October had 53 commendations. The number of men commended at each Division was: Division One, 8; Division Two, 15; Division Three, 27; Division Four, 11; Division Five, 6.

Sunrise Post

Sunrise Auxiliary of the Sunrise Post, American Legion, held their annual installation of officers on October 20th at the Seventh and Fresno Community House in the presence of over three hundred members and guests.

The installation ceremonies were conducted by the team from Leonard Wood Unit, Mrs. Dorothy Baker, Vice President of the Seventeenth District, installing officer.

The following are the new officers: Mrs. Clara Gilmore, President, wife of Supervisor Gilmore; Mrs. Marie Obenshain, First Vice President, wife of O. Obenshain, No. 1 L. A. Railway Motor Coach Operator; Mrs. Ann Stoddardt, Historian, wife of G. Stoddardt, Conductor of Division One.

Entertainment with refreshments and dancing followed the installation.

Sunrise Post will resume its dances, which proved so popular last year, starting November 7th and the first Saturday of each month thereafter.



Lary Bowlers

Back row, left to right: George Riggs and Ed C. Fleming. Front row: Captain Doyle Rishel, George Oliver, Floyd Nolf.

The Los Angeles Railway Bowlers have climbed to second. The contests of this last month have been quite exciting, especially the one of October 19th, when the LARYS lost total pins by only nineteen. George Riggs has proven himself to be the iron man of the month with a high score of 214.

Below are results of October games:

	1st	2nd	3rd	Tot'l	Pts.
Oct. 5—					
Harris Fords	701	801	721	2223	1
L. A. Ry.	815	739	783	2337	3
Oct. 12—					
Pratt Jewelers	755	643	742	2140	0
L. A. Ry.	805	719	787	2311	4
Oct. 19—					
Mecca Sweet Shop	740	874	698	2312	2
L. A. Ry.	817	714	742	2293	2
Oct. 26—					
Schmit Shoe Shop	859	835	784	2478	3
L. A. Ry.	799	805	813	2417	1

Present standing of teams:

	Points Won	Points Lost
Schmit Shoe Shop	16	12
L. A. Railway	15	13
Mecca Sweet Shop	15	13
Harris Fords	13	15
Ideal Cleaners	11	13
Pratt Jewelers	10	14

Games scheduled for November:
November 16, Pratt Jewelers.
November 23, Mecca Sweet Shop.
November 30, Schmit Shoe Shop.
December 7, Ideal Cleaners.

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

Conductor and Mrs. E. E. Coughenour, Division Four, on October 20th. She tips the scales at eight pounds and her name is Anna Belle.

L. E. Cook of the Motor Coach Division is bragging about an eleven pound boy who arrived at his home October 23rd. The baby's name is George Victor. Mother and son are doing fine.

F. A. Frazier, Clerk of the Machine Shop Office, South Park Shops, is now the proverbial "proud papa," he having acquired this title October 4th. The new arrival is a girl and has been named Francine Lois. Congratulations, "Papa Frazier."

News Items

C. N. Reddick, Traffic Man, who underwent a major operation in a local hospital, returned to duty on Monday, November 2nd, and is getting along fine.

* * *

Guy H. Campbell, of the Schedule Department, who has been ill for about five weeks, returned to the office on Monday, November 2nd, but was unable to stand more than the one day at his work.

Births

N. E. Cole, Motorman at Division Two, is all het up over the arrival of six and one-half pound Marilyn Elizabeth, who arrived the eleventh of October. Marilyn is the first child in the Cole family.

* * *

Conductor E. E. Sanders, of Division Two, announces the arrival of Phyllis Elaine on the tenth of October. The little girl and her mother are doing nicely. E. E. is quite elated over the arrival of his second daughter.

* * *

Charles Henry Wood is the name of the young gentleman who is now in charge of the home of Conductor A. M. Wood, Division Two. Charles took over the reins the tenth of October.

* * *

Motorman C. B. Hunter of Division Four is receiving congratulations on the arrival of a beautiful seven and a half pound baby girl October 13th. Her name is Barbara Louise.

* * *

The following day, October 14th, Motorman Frank Loftis of Division Four also reported the birth of an eight pound and five ounce baby girl. They have named her Wanda Inez.

* * *

A bouncing baby girl was born to



BOUQUETS

Judging by the increasing number of bouquet letters received, the Safety and Courtesy Contests are having a salutary effect not only on the attitude of the men themselves but in the response of the riding public, proving that our patrons do appreciate the courtesy and safety efforts of our platform men.

For (1) Conductor T. G. Cumberland of Division Three from A. J. Hedger for being most accommodating and polite.

For (2) Conductor Theodore C. Isbell of Division Three from Mrs. R. M. Woods, Sr., who says: "I can't resist telling you how much an old lady appreciates being assisted off of your cars by a young man who smiles as though it is a pleasure."

For (3) Conductor L. L. Batterton of Division One from Miss M. H. Conklin for unusual courtesy and attention

to business; for helping elderly women off the car and for holding out his arm to motorists when his car is going around curves.

For (4) Motorman M. E. Iffland of Division Two from T. A. Farrell for his courtesy and kindness in assisting an old gentleman with his packages, and for reclaiming one package that he had lost.

For (5) Conductor H. O'Neill of Division Four from Nurse Miriam Jean Rollins for helping women who are burdened with heavy bundles when alighting from his car; also for his pleasant manner.

For (6) Conductor H. S. Mink of Division Four from L. B. Smith for painstakingly giving information relative to car routes.

Conductor Mink is also commended by Mrs. Leora M. Ward for kindness and courtesy and for unusual alertness.

For (7) Conductor Harry F. Hames of Division Four from Dr. J. Franklin

Crawford for courtesy to passengers, giving information in a civil manner, and for all around knowledge of his duties.

For (8) Conductor C. R. Meeds of Division Three from Martha Bergh for kindness and courtesy.

For (9) Motorman J. T. Martin of Division Three from R. P. Eagle for returning a quarter to a passenger who had dropped it and thought it had rolled off the car.

For (10) Conductor W. E. McKeon of Division Two from George Drake for giving information cheerfully and well although he had his hands full making change and giving transfers.

For (11) Motorman T. L. Roberts of Division Four from George T. Atchley for the easy and considerate manner in which he takes his car around curves.

For (12) Conductor W. E. Griffis of Division Four from Nurse Miriam Jean Rollins for his pleasant courtesy to all his passengers and for helping

those who need aid in boarding or alighting.

For (13) Conductor L. L. Sweet of Division Three, (14) Motorman J. York of Division Five, (15) Conductor J. P. Walliman and (16) Conductor C. R. Floss, both of Division Three, from Mrs. Otto Fenske as follows:

Conductor Sweet was commended for cheerfulness, considerateness and helpfulness to all; Motorman York for speed with safety; Conductor Walliman for cheerfulness and for helping passengers on and off his car; Conductor Floss for helping passengers on and off the car.

For (17) Conductor E. E. Wilke of Division Four from R. M. Thomson for the way he handles his passengers, both old and young, when they are getting on and off his car.

For (18) Motorman O. D. Cox of Division Three from Betty L. Frost for his sympathetic cooperation and understanding, and keeping his car to schedule so Miss Frost and her mother could make connection with the Catalina train.

For (19) Motorman James Arthur Evans of Division Three from G. D. Smock for courteous service.

Mr. Smock, who is from Portland, Oregon, thinks the LARY trainmen hold first place over those of San Francisco and Seattle.

For (20) Conductor P. Kelly of Division One from E. E. Klauber for courteously paying his fare.

For (21) Motorman C. Youngberg of Division Two from Miss Kate Sawin for courteously stepping down from his car and assisting her to alight. She writes: "As I am not young and carry a cane his courtesy was appreciated."

For (22) Conductor D. MacTaggart of Division Two from Miss Ida Hurwitz as follows: "At all times I find him courteous, considerate, helpful and ever pleasant. His patience with one of the passengers this morning was such that I feel compelled to comment."

For (23) Conductor C. M. Pettus, (24) Motorman M. F. Graham, both of Division Three, (25) Conductor G. H. Drinkwater of Division Five, and (26) Motorman G. James of Division Three, from Mrs. Otto Fenske as follows: Conductor Pettus for calling the streets all the way; Motorman Graham for speed with safety; Conductor Drinkwater for help given passengers getting on and off his car; and Motorman James for speed with safety.

Conductor Drinkwater is also commended by Miss C. Hill for his un-failing courtesy and pleasant nature.

For (27) Motorman W. H. Blakeley and (28) Conductor A. J. Konecny, both of Division Five, from Charles L. Cresse for efficiency and smooth-

ness and for cooperation of this crew in making up lost time at the crowded time of day.

For (29) Motorman H. G. Rolph of Division Five from M. R. Ebersol for stopping his car, after he had crossed the street, to take on several passengers who had just alighted from a bus.

For (30) Motorman E. Kasal of Division Five from Mrs. Otto Fenske for speed with safety.

For (31) Conductor G. F. Ritter and (32) Motorman W. C. Allen, both of Division Five, from Sophie Brick for their courtesy in rendering aid to her when she became ill and fainted.

For (33) Motorman H. D. Ramer of Division Three from Charles A. Butler for bringing his car to a complete stop when he saw a school girl jay-walking; also for his extreme caution throughout the district near schools.

For (34) Conductor F. S. Leon and (35) Motorman G. Searl, of Division Three, from Mrs. Frances Carlton who writes: "Each of them surely deserves praise. They are wonderful; they are always polite. It was always a pleasure to ride with them."

Conductor Leon was also commended by Mrs. F. K. Robertson for the many extra courtesies she has seen him extend to passengers, "and for numberless instances of his rare combination of efficiency, tact in enforcing safety and other rules in order to manage the rush hour crowds."

For (36) Conductor C. L. Thompson, (37) Conductor W. H. Morgan, (38) Conductor R. T. Anderson, all of Division Five, (39) Conductor J. W. Allen, (40) Conductor P. Y. Magnus, and (41) Conductor I. J. Kramer, all of Division Three, from Mrs. O. Fenske. Conductor Thompson for cheerfulness, attention to details and for calling streets; Conductor Morgan for helpfulness and considerateness, and for quietness in handling trying situations on his crowded car; Conductor Anderson for attentiveness and assisting passengers; Conductor Allen for his attention to details, his good humor, and for calling streets; Conductor Magnus for efficiently handling a Fiesta crowd and for calling the streets; and Conductor Kramer for being very considerate and efficient.

For (42) Conductor R. W. Stanhope of Division Three and (43) Conductor Francis J. Donnelly of Division Two, from Catherine Van Vleet. Conductor Stanhope was commended for his courtesy in remembering where she wished to leave his car, and Conductor Donnelly for courteously giving a helping hand to old and young, black and white alike, where help was needed. Conductor Donnelly is also commended by Mrs. D. Carvel for his splendid conduct during a very trying controversy with a woman passenger over a transfer.

For (44) Motorman H. E. Adams of Division Two from G. R. Blaisdell for alertness in avoiding an accident; exceptional courtesy, and for holding his car for transfer patrons from other lines.

For (45) Conductor E. V. Athenous of Division Two from Mrs. Ella M. Kempton who says: "He is certainly the most agreeable and most courteous in every respect, and always greets everyone with a smile, and I have noticed that he takes extra good care of the elderly and the very small children."

For (46) Conductor E. J. Marceau of Division Five from Mrs. F. K. Horton for lending her car fare to her home after she had lost her purse down town.

For (47) Conductor J. T. Little of Division Two from C. R. Hampton for his pleasant and agreeable manner in handling the public; and for his "Good morning" and "Thank you," which Mr. Hampton says adds quite a lot to his day's enjoyment.

Conductor Little is also commended by R. G. Edmunds who says he is "the most accommodating person I ever saw on a car and he had a smile for everybody."

And again Conductor Little is complimented by Miss N. Foster for his universal courtesy to all passengers.

For (48) Conductor R. W. Bower of Division One from Mrs. Cora S. Lockhart for his unusual courtesy and kindness in mending the handles on her hand satchel which had become torn while getting on the cars, and thus giving her one free hand with which to steady herself.

For (49) Conductor S. R. Leckey of Division Three from Mrs. Phila L. O'Neil of the Los Angeles Chamber of Commerce Information Desk, for calling the streets loud enough to be heard; for helping people on and off the car when help is most needed. for giving his stool to women who would otherwise have to stand when the car is crowded; and for doing all of this with a "gracious air as though it were a pleasure to him."

For (50) Motorman G. E. Kleinschmidt of Division Three from D. E. Smith for being efficient, courteous and obliging; also for starting and stopping his car without jerking or jumping, and for alertness in avoiding crashes with automobiles.

For (51) Conductor K. F. Knight and (71) Motorman P. H. Scott, (no picture), both of Division Three, from Susan A. Swift for courtesy and thoughtfulness and for stopping the car after it had once started so she and her friends could board it.

For (52) Conductor S. J. Riggs, (53) Conductor H. C. Risk, (54) Conductor G. R. Perdew, (55) Conductor E. L. Jandro, (56) Conductor O. R.

Burnett, (57) Conductor J. C. Phillips, (58) Conductor G. J. Loftin and (59) Conductor M. M. Wallace, all of Division Three, from Ella M. Kennedy for special, kindly courtesies and services rendered to her.

For (60) Conductor J. L. Stevens of Division Two and (72) Conductor W. W. Lonnie, (no picture), of Division One, from Mrs. H. S. Whitmarsh for kindness and considerateness in helping her on and off the cars as she is suffering from knee trouble and cannot move quickly.

For (61) Conductor H. G. Morganthall of Division Three from W. M. Taylor for paying his elderly mother's fare when he had put her on the car down town and forgot to give her car fare.

Conductor Morganthall is also commended by Bob Newton for his courteous service, kindness and pleasant personality.

For (62) Conductor H. N. Cole of Division One from Mrs. Margaret T. Smith for his unusual and exceptionally fine courtesy to all passengers; for calling streets, and for special kindness to an old gentleman who had gotten on the wrong car.

For (63) Motorman H. J. Battram of Division Five from W. J. Paul for kindly bringing his car to a stop, after starting, when he saw that Mr. Paul wished to board it but was delayed by automobile traffic.

For (64) Motorman U. E. Dunn of Division Four from G. Matthews for being careful, watchful and pleasant, and for waiting for two women to board his car when they had difficulty in getting through traffic.

For (65) Motorman D. W. Lantz of Division Three from Mrs. M. P. Skau for the courtesy of holding his car when he saw her hurrying up the hill.

For (66) Conductor W. R. Nichols of Division Five from Mary Young for his courtesy to her.

Conductor Nichols is also commended by Betty L. Layher for kindness and courtesy shown each passenger during the crowded rush hour period.

For (67) Motorman H. L. Glass of Division One from James J. Doran for alertness in preventing injuries to two women who walked in front of the car.

For (68) Motorman M. O. Swain of Division Two from Dr. Leigh F. Watson for courteously holding his car so Dr. Watson could get through auto traffic to the car.

For (69) Motorman D. L. MacDonal of Division Four from Frederick Webb for considerably slowing down his car to allow Mr. Webb a chance to get through traffic to it.

For (70) Conductor F. W. Green of Division Two from Pearl L. Conklin for an unusual bit of courtesy and

patience and genuinely kind service given to another passenger on his car who did not know the streets.

For (73) Conductor W. E. Miller (no picture) of Division Two from Frank Lewin for courteous attention given a confused elderly woman who had gotten on the wrong car. Conductor Miller not only had her stay on his car until she reached the proper place for transferring, but also saw that she thoroughly understood which car to take and cautioned her to remain in the safety zone.

For (74) Conductor C. H. Hudon (no picture) of Division Two from Mrs. P. E. Fenton for extreme courtesy and for going out of his way to please patrons.

For (75) Conductor D. H. Gasink (no picture) of Division Five from Delphine McLaughlin for courtesy, pleasantness and alertness for his passengers' comfort.



Congratulations and best wishes for a long and happy life are being extended to Edgar R. Hastings of Division One, that big, fine looking motorman from Iowa. He was married to Miss Erna Frantz on October 20th and will reside at 410 West Florence Avenue.

Ward Shelton, Division Two, Mechanical, surprised his many friends by announcing his marriage which was solemnized one bright Saturday morning last month. Thanks for the cigars, Ward, and may your married life be a long and happy one.

Conductor W. O. Dulin, of Division Two, and Miss Peggy Ann Peterson were married at Yuma, Arizona, on the fourteenth of October. Motorman D. V. Lewis and his lady friend acted as witnesses. We all wish them a long and happy married life.

When Conductor Duke Lowen strolled into Division Four on October 12th he little suspected that the gang had learned of his marriage in Las Vegas two days before. The only thing Duke realized was that a riot took place the minute he entered and in no time flat he was securely locked in the boiler room downstairs where, after an hour of mauling and taunting, the fortunate bride, formerly Miss Ruth Stough, was summoned and given the key to release her hero.

Conductor M. C. Howard, of Division Five, returned from a leave of

absence, spent in Tuttle, Oklahoma, his old home town, and we find that while there he was married to Miss Ruth Breese, of Chichahaska, Oklahoma. Congratulations, Mr. and Mrs. Howard.

Thomas Rocha, of the Winding Room, Shops, surprised his friends with the announcement of his marriage on October 25th, to Miss Maria Munoz of this city. His co-workers and friends join in wishing the newly-weds the best of luck.

George Buckman, of the Motor Coach Division, was married October 11th to Miss Millicent Miller of this city. The happy couple are at home to their many friends at 842 West 106th Street.

W. G. Lloyd, one of the most popular young motormen at Division One, and Miss Dorothy Morris, of Monrovia, were married Saturday, October 24th. The many friends of the groom extend the young couple their best wishes.

Leaving For Seattle

Miss Florence Heinig, who has been stenographer to Ben Schupp, Purchasing Agent for some time past, sailed for Seattle on October 29th, with the avowed intention of remaining there in the future. Her going is sincerely regretted by the entire personnel of the Purchasing Department. Mrs. Frances Woodall has been welcomed by the Department to take her place.

Two Bells has received a letter from an old LARY man and as it carries greetings and an invitation to friends and comrades, we are printing it:

After a silence of six or seven years, I will write you and say that I receive my Two Bells regular each month and am grateful for it as it is all I have left to remind me of the old friends and co-workers I spent so many happy months and years with. Perhaps there are many of the old ones who think I have passed out long ago, but I am still on Time's side of Eternity, but almost helpless.

I will appreciate a call from any of the boys when passing my way. They will be welcome at my place for I still have the same good will for everyone, and am always glad to see or hear from any of the boys connected with the Los Angeles Railway.

M. SHARP, Good Hope Acres,
Perris, Calif.
Ex-Motorman of Div. Two;
Inspector and Towerman

Journey's End

Mrs. C. H. Campbell, wife of Claude H. Campbell, Bonding Foreman of the Engineering Department, passed away on October 23rd after a long, lingering illness.

Mr. Campbell was formerly a Foreman of the old Los Angeles Traction Company which was located where Division Four is now situated. He celebrated his thirty-sixth anniversary with the Los Angeles Railway in September of this year.

His many friends in the company extend their deepest sympathy to him in the loss of his wife who was his greatest pal.

* * *

Martin Frank Nar, Conductor at Division Two, passed away on October 3rd, after a long illness. Mr. Nar was born in Illinois and was employed by this company on July 25, 1907. He is survived by his wife.

* * *

The wife of Henry P. O'Gorman, Motorman of Division Four, died on October 2nd.

* * *

James Mahalapolus, who was placed on the Special Roll July 1, 1931, passed away October 10th. Mr. Mahalapolus was born in Greece and was employed as a laborer in the Line Department on November 1, 1904.

* * *

Robert James Stark, Motorman of Division Three, died on October 24th after a short illness. He was born in Illinois and was employed as a motorman by the company on June 7, 1921. Mr. Stark is survived by his wife and five children.

Appreciations

Your thoughtfulness has made the burden of my sorrow less hard to bear. Thank you for your extreme kindness.

Anna M. Eastman.

Gratefully acknowledging and thanking you for all the kindness during my husband's illness and death.

Mrs. M. F. Nar.

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

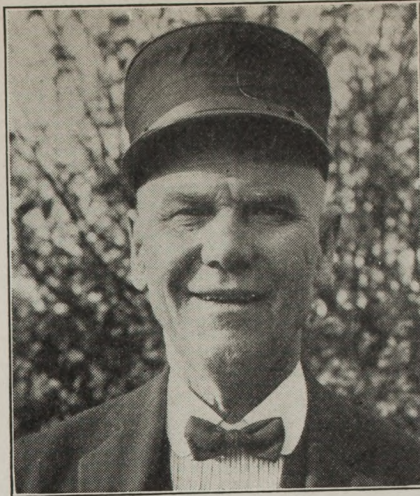
H. B. O'Gorman.

This is to acknowledge with sincere thanks the kind expression of your sympathy.

C. H. Campbell and Family.

This is to acknowledge with sincere thanks the kind expression of your sympathy.

Mrs. Stark and Family.



Walter E. Hancock

Motorman Walter E. Hancock. Cap Number One, of Division Two, broke in on the cable cars in November, 1891, forty years ago. During this time he has missed out once, has not been on Sick Report enough to justify keeping a record, has not had a row with anybody, and works steadier than most twenty year olds. He says he is starting in on the second forty, and judging from his appearance he ought to make it.

Walter is the ranking motorman now operating a car with the Los Angeles Railway, and we all wish him success on his second forty years.

Division Assignments

To Division One: Conductor A. J. Hathwell.

To Division Three: Motormen M. Langager, W. L. Sullivan, L. F. Stevenson, J. C. Sausser and H. W. Hudson; Conductor H. A. Strong.

To Division Five: Conductor R. Meggison.

For Sale

Four room house and garage on 50 foot lot, one-half block to Colorado Blvd. and "E" car. Small down payment. 5046 La Roda Ave., Eagle Rock. Owner, 2413—4th Street, Santa Monica. Tel. 63986.

* * *

Modern home, 7 rooms, on main thoroughfare. 50x135 ft. lot. Two bedrooms with built-in wardrobes. Laundry room with two trays. Large bath room with all new fixtures. Garage and workshop 10x24 ft. Asking \$3,000 cash and \$1,200 mortgage which can be lifted June 1, 1932, or paid out in ten years at \$15.18 a month. Located at 3842 Hammel Street. Conductor C. V. Jones, Division Four.



Division One

H. N. COLE

During his vacation, Motorman J. N. Smith drove his car continuously for three weeks, and one morning it refused to perform, when he remembered he had neglected to put any water in the battery, and none was available except in his canteen. A little of this and a little patient waiting and his battery felt rejuvenated to the extent that he drove home and has experienced no more trouble with it.

After working his night run last Saturday, pulling in about one o'clock, Motorman A. P. Bradshaw went home and with his family hopped into his machine and headed toward the south. By nine o'clock he was taking in the sights of a foreign country. He says it was a wonderful trip.

The difference of opinion regarding the weather is particularly noticeable these cold mornings. There is Motorman W. E. Flower and Motorman John Hershall, they scorn to wear a coat and declare the weather is extremely warm, while on the other hand we have a couple of young conductors who in some way got possession of their top coats early in the month, and are wearing them every day. Conductors Jack Boehm and J. T. Shelton, are the young men.

An unusual incident happened last week, Motorman J. F. Haeberle took two days off to do some work around his home.

After a long period of illness, Conductor E. L. Ayres is back with us again and seems to be feeling fine.

With teeth and tonsils discarded, Conductor S. E. Goslee is back at his post of duty and is holding his own, though he looks a little thin.

Conductor J. Rippey who has been on the sick list for several months is improving, but is not able to resume his duties yet.

After spending two weeks on a ranch with friends, Motorman A. J. Dominguez is back on his run with more speed than ever.

Thirty days leave of absence was granted to Conductor J. D. Sweeten to go to New Mexico.

Conductor W. D. Remer has returned from a fifteen day vacation, which was spent deer hunting. No report as to how many he bagged.

The name of Conductor M. C. Perl is still included in the sick list, but it is reported that he is improving rapidly.

Conductor O. N. Haggard was seen around the Division a few days ago and seems to be on the road to recovery.

A slight attack of something or other is keeping Conductor O. Arguello away from his duties, and there is a vacant chair at the pinochle table.

Motorman A. J. Thomas who is at present in the hospital, is reported as improving and expects to be out at an early date.

Suffering a complete break-down about two months ago, Motorman C. Roberts

is improving. He is able to come down to Division now and then and engage in a game of chess.

We find the name of Motorman B. B. Darnell on the sick list. He has been absent for about three weeks, and is getting better rapidly according to reports.

Sorry to announce that Motorman George Arnold is confined in the hospital where he underwent an operation. Latest news indicates an early recovery.

Motorman M. L. Howell is on sick leave, but no information as to the extent of his illness. We hope for a speedy recovery.

Operator D. C. Neufeld has been called away from the city on account of the illness of his mother.

Yum! Yum!
Here is little Wayne Canon McKinney, son of Conductor C. V. McKinney of Division Two, enjoying his very first birthday cake.



Division Two

H. F. NELSON

Conductor H. H. Markhage and wife drove down to visit Bill Harris a few weeks ago. Found Bill and the rest of the family O. K. and Bill was looking good and wished to be remembered to all the boys at Division Two.

Conductor O. A. Croxdale returned from Oregon where he had spent five weeks with his parents. Arrived home just in time for the general shakeup.

Motorman E. Tindall put in several years in the navy before starting to pilot a street car, and was never troubled with sea sickness until a few days ago he went hunting with some of the other boys in a "free wheeling" Ford, at least it was free wheeling going down some of the grades with the clutch out. Tindall tried to explain that it was something he had eaten for breakfast that cause him to turn pale, etc., but the rest of the boys say he has been away from the ship too long.

Wonders never cease. Foreman James Aloysius Madigan has finally discarded the old Flivver and is now driving a Buick sedan. I say "now," because for a while it was driving him. He is getting along fine with it now and can drive it up hill and down. One of the first nights he had the car one of the boys had been out giving him a lesson in driving a gear shift car and left the car in front of the house when they returned. Towards midnight Jim started to worry about the car being stolen and decided he would try and get it in the garage. (That's

the reason it was left in front of the house.) He started around the block and made about eight trips before he could turn into the alley. He would sneak up on the alley and just about the time he would start to turn in the darned alley would jump about ninety feet to the right, but he finally caught it when it wasn't looking and got through O. K. For several days he rode the street cars to work before he finally got up enough courage to back it out of the garage. It is a dark green so if you meet him on the street you can't say you weren't warned.

If you should see a motorman on the "V" Line some Sunday who looks as though he had a terrible grouch on, it's Fred Sommer. He bid in a run in the shakeup and thought it was a six day run until someone asked him what the idea was, a man with his seniority working Sundays. The Board of Censors would not pass the rest.

Motorman W. R. Kitson spent several days on the sick list with a rheumatic arm. Treatments he is taking are doing him some good and he expects to report for work in a week or so.

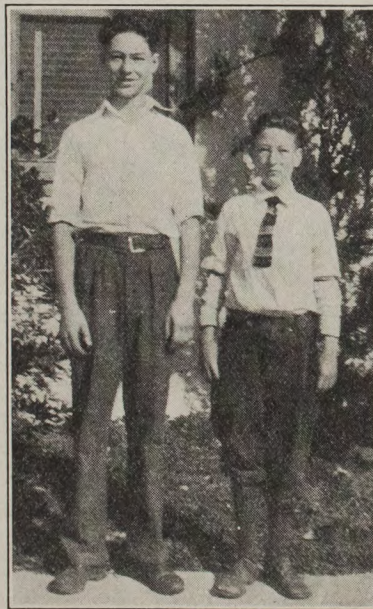
Conductor B. M. Deane is back at Division Two again, having traded Divisions and seniority with L. B. Woodall. We wish them luck at their new homes.

Conductor H. E. Tierney returned to work the last week in October having been on sick list for nearly two months, several weeks of which were spent in the Methodist Hospital.

Motorman E. V. Todd is recuperating from his operation and expects to be back to work shortly.

Conductor J. A. Bunch spent thirty days on the sick list with a bad throat, but you can't keep an ambitious young man down so he is again back on his run.

Don't forget to bring in your bit for the COMMUNITY CHEST.



Just two clean cut boys, folks. Ray Smith and his brother, Donald. They are mighty proud of their daddy, Cash Receiver Ray Smith of Division Four.



Division Three

L. VOLNER

Like the radiance of a rising sun was the countenance of Conductor J. C. Phillips when, upon entering the assembly room at about five o'clock on Sunday morning, he saw that one of the new green cars was marked up for his run. The boys are all wondering what kind of a "pull" Jarvis has with Switchman Meloy to cause him to give Jarvis these cars so often. Some say it's on account of his age, others on account of his seniority. Anyhow, Jarvis is much pleased to get the cars on his run, as he handles many elderly people each Sunday and is certainly filled with pride to see how they enjoy those cushions.

It is a very uneasy feeling to board a car at Division Street to go to Division Four for a pull-out when you figure you have already missed out. Such was the case of Motorman George William, and if he had not had an extra good crystal on his watch the hands would have certainly been exposed to the elements for he could not keep his thumb from playing over its surface, but he had not counted on what good time those "E" Line cars make and he landed at Division Four with one minute to spare.

After a ninety day vacation spent in touring the United States, Motorman F. Stauss has returned to duty. Fred visited all the principal cities in the East, and while he enjoyed visiting the various places of interest, he was indeed glad to report back to Division Three and resume his duties.

Conductor C. E. Dunlop and family are spending a few weeks at the Hot Springs near Riverside.

Conductor J. M. Scantlen and Motorman M. F. Graham are on a short visit back to Oklahoma.

During the first part of October Motorman George Bidwell enjoyed a week's vacation, and most of his time was spent in the assembly room of this Division playing pinochle.

Conductor J. W. Allen and Motorman A. F. Eckenwiler and G. R. Chapman spent several days hunting in the vicinity of Bass Lake; got one deer and a plentiful supply of trout. They all claim there wasn't any danger of their game spoiling on account of the nights being so cold everything was frozen up when they awakened each morning.

During the early part of the month, Conductor C. R. Certain attempted to hurdle a cedar chest at his home, but he found he wasn't as young as he used to be and one of his toes had to receive the attention of the Medical Department.

Motorman Bidwell and Conductor Jaynes are using their season football tickets quite regularly and both claim that Southern California is doing her stuff this year.

Motorman W. C. Parks, who left the service several months ago, was one of our visitors recently and he brought us word that former Conductor O. R. Fife is now managing a ranch near Cedar

City, Utah, which is owned by his father. Parks says that Fife is contemplating a tour of the East soon as a member of a quartette of singers. This organization, according to Parks, is destined to become noted at no distant date.

Motorman J. T. Martin had to lose some time last month on account of having some teeth extracted.

Motorman Bob Frazier was rudely awakened from his daily siesta thinking he had missed making relief. By a spirited run he overtook a car on Avenue 28, and by violent waving managed to attract the attention of the motorman, who picked him up. Bob asked the motorman why he was late or was he set back. Upon being informed that he was right on time, Mr. Frazier found out that he was on a Division Five car, and upon closer examination of his watch saw that it was just about one hour until his car was due.

Conductor Ira Gott took a little fishing trip during the month at Lyle Creek. He was in a small waterspout, so the fishing was not so good. He caught one trout.

Switchman Meloy says he has put his fishing tackle away and will not make any more of his deep sea fishing trips until next season.

Conductor I. D. Atkinson was off duty several days during the past month on account of getting something in his eye. At first Mr. Atkinson thought cold had settled in his eyes and used several home remedies, but as his eye got no better he finally went to the doctor, who removed some sand from off the pupil.

Conductor W. D. Potts has gone back to Malvern, Arkansas, to transact some business.

Conductor W. C. Love was having a rather strenuous time during the past month. His wife received word her father was dangerously ill and to come at once, back to Hope, Arkansas, thus leaving Mr. Love to take care of his eight year old grandson, do the housework and fill his run on the cars. Before Mrs. Love left, Mr. Love called up Hope, Arkansas, over the phone and says he got the station about as soon as one would a local phone and could hear perfectly.

Division Three is going over the top in the Community Chest drive 100%. All the boys realizing that if it was ever needed this is the year.

ROBERT J. STARK

There's been a general shake-up,
Over at the barn tonight,
And the run he's got will take him
Out into Eternal light.
No more straining through the darkness;
He will now be safely led,
For the traffic gong has sounded,
And the way is clear ahead.

Of a sudden came the signal;
"Two Bells, then let 'er go,"
And he crossed the River Jordan
Where the peaceful waters flow.
There the Supervisor's waiting
To commend his skill and care;
And he has a daylight run now
For there is no darkness there.

—M. B. F.—A Friend.



They do things in a big way at Division Four these days. A newly wed trainman is merely thrown into the boiler room for a few hours. But when Foreman B. B. Boyd returned from Las Vegas October 29th and announced he had been married in the little desert town, the trainmen went into conference.

After much whispering and giggling a heavy rope was promoted and the gang rushed into the office. B. B. was brought out, firmly hog-tied, and was taken to Pico and Sentous Streets to be tied to a lamp post. The above picture was taken. The party then proceeded to B. B.'s favorite restaurant near Figueroa Street on Pico.

The foreman bid the chef and waitresses a hearty goodbye.

From there the gang retraced their steps to the Division and to prove they considered him a regular fellow, B. B. was escorted, with humorously exaggerated courtesy, to the boiler room where, after two and a half hours of intensive teasing he was released.

Throughout the whole procedure Foreman Boyd showed the highest degree of sportsmanship. He enjoyed every minute of it and the heartiest good wishes of his trainmen were extended to B. B. and his fortunate bride who formerly was Miss H. L. Cline of this city.



C. J. KNITTLE

*"There's somethin' kind of hearty-like
about the atmosphere
When the heat of summer's over and the
coolin' fall is here
And the air's so appetizin' and the land-
scape through the haze
Of a crisp and sunny morning of the
golden autumn days—
Oh, it sets my heart a clickin' like the
tickin' of a clock
When the frost is on the pumpkin and the
fodder's in the shock."*

About this time of year that poem comes to me and I believe the author, James Whitcomb Riley, must have written it on a Thanksgiving Day. Throughout the entire poem Riley poured out his admiration and gratitude for the oft-times unnoticed gifts of nature, the colorful autumn and the harvest. As the present year comes to a close, each of us in this service must have a feeling of real appreciation for the part we are permitted to take that we are able to carry on steadily in the face of an overwhelming depression. We are proud to report that this Division met the Community Chest quota almost 100%. Trainmen on the sick list or who had met with misfortune recently

were not asked to subscribe. Thanksgiving Day will soon be here and shortly after, the special harvest—Bonus Day. And though our gratitude is just as profound as Riley's was for the autumn and harvest let us not rest on our good records but strive even more vigorously for greater success in the new Bonus Year.



The big reason Motorman Lemarr Maxam of Division Four hurries home is a little one. They've named him Paul and he is just eighteen months old.

Conductor L. C. Whitt had a remarkable streak of luck October 9th when he invested ten cents for a chance on a Marlin rifle, thirty-two caliber, sixteen shot, and won. Whitt is planning a trip to Catalina to try out the gun on the wild goats. We suggest Conductor B. R. Clark go along and teach him the more intricate points of the sport, such as shooting off one's sock and shoe without losing more than ten inches of hide.

Motorman M. Langager who resigned June 17th has been re-employed and assigned to Division Three.

Motorman F. M. Coffey was granted thirty days leave October 10th to visit relatives in the east.

Conductor Frank Shuster left for Cincinnati, Ohio, October 19th on receiving word that his elder brother had died. The brother was seventy-four years of age. Frank was granted thirty days leave. Our sincere sympathy is extended.

An unsuccessful deer hunting trip was made by Motormen F. H. Jensen and R. J. Lee October 12th and 13th to Little Creek, twenty miles east of Palmdale. Lee reports the stream was alive with sizable trout but no deer were sighted.

As a general rule, there is no humor in accidents, especially when the victim is aged and crippled. But one day recently an old lady on crutches alighted from Motorman Halleman's car at Pico and Union and started for the sidewalk. Halleman proceeded on his way. At Constance Street, one block west, an auto was about to pass the car when Halleman, glancing down, observed the old lady sitting on the front bumper, scared speechless but otherwise quite comfortable. At the same instant an officer hailed down the autoist who was unaware of the accident and the woman's predicament. The woman climbed off, adjusted her crutches, refused to answer any questions and, with no apparent trouble, went hobbling back.

Motorman Chollie Allen celebrated his blankety blank birthday October 17th. (With your permission, Chollie, we figure your age as forty-three.)

The sincere sympathy of Division Four men was extended to Mr. A. J. Bowen, Uniform Inspector, in the passing away of his son-in-law, Dr. Ray Anderson of Hollywood. Dr. Anderson had been touring in the east and met with a fatal accident in an automobile. He suffered a fractured skull. On receiving word, Mrs. Anderson immediately sped east arriving there in Chicago the day before he succumbed. The body was sent to Los Angeles for burial.

Conductor G. J. Harrison was granted a twenty-three day leave October 19th and has left for Alabama to visit his father who is eighty years old.

Conductor B. D. Stewart of the Pico Line has found a new evil. A Philippino boy thought the slot on the fare box was a "Take One" receptacle and walked off with Conductor Stewart's register card.

The first news of the month was the death of Mrs. H. P. O'Gorman, wife of Motorman O'Gorman. Mrs. O'Gorman passed away after a lingering illness which resulted from a fall about a year ago. The sympathy of his many friends was extended to Motorman O'Gorman.

For the past several weeks the office of the Medical Department has been brightened by beautiful bouquets on the nurse's desk. An observing patient whispers that Motorman A. F. Keifer was seen entering the suite with flowers but came out without them.

Well, friends, that's all and here's for a Happy Thanksgiving.



Division Five

FRED MASON

Motorman Ed Shafer is back on the job after having spent a delightful three weeks vacation in San Francisco.



This husky young cowboy is none other than Ray Reddington, stepson of Conductor Harry Osborne of Division Five. Rough Riding Ray, as the boys call him, knows his ten gallon hats and his chaps, and when it comes to ponies, he sure rides 'em.

Conductor O. S. Briley is off for a six weeks vacation, and has taken his family back to Mangus, Oklahoma, visiting relatives and friends.

Don't forget this date—Wednesday, November 18th. The Los Angeles Railway Veterans' Club are holding their first dance, commencing at 8:00 p. m. The place, of course, is at Patriotic Hall, at 18th and Figueroa Streets. This is going to be one big evening, boys, so come on along and step on your own toes for once.

Motorman W. S. Campbell was off for the whole month of October vacationing at home.

Conductor Ray Lovelace writes from Copperhill, Tennessee, where he is vacationing, saying that he had a very fine trip all the way back and is enjoying himself immensely.

Conductor "Chick" Trager is off for four weeks visiting the folks up north.

If there is any painting you want done, get in touch with Conductors T. C. Wiley and Roy Platner, the former preferred. They decided to paint their cap numbers and one bought a brush and the other a can of enamel, and between them they sure made a keen job of it. It proved to be a little too much for

Platner though for as he left Wiley's house and turned to say "goodbye" he went kerplunk on the sidewalk and Wiley then had to play doctor. It is said this was caused from the fumes of the enamel. Yeah?

Conductor O. C. Haynie, who has been sick for some time, is now confined in the Olive View Sanitarium, and is improving. The visiting hours are from 3:00 to 5:00 p. m. on Wednesdays and Sundays only. If any of the boys are driving by, he would appreciate a visit.

Motorman Frank Miller of Division Five is now back on the job again after a grand and glorious vacation accompanied by his daughter, lasting over a period of three months. He started out the latter part of July, his first stop being Des Moines, Iowa, where he visited with several friends, taking in a side trip to Mallerd. He then hopped to Chicago, staying there one week with a sister. From Chicago to Milwaukee for a couple of days with another sister, and then to the place where Frank first saw the light of the world, Chilton, Wisconsin. He stayed there five weeks visiting several old friends and visiting places of his childhood days. He then headed back to Chicago and from there he went to the wonderful Niagara Falls, which he enjoyed immensely.

The month of September found him in New York City, staying there one week. He then sailed from New York City on September 17th, on the Santa Theresa for Los Angeles.



Motorman Miller and Daughter

While in Milwaukee Frank ran across an old Los Angeles friend, a Mr. Meyer, who was a motorman on the Pacific Electric Railway. Mr. Meyer is now working on the interurban bus line out of Milwaukee. Frank said he and his daughter enjoyed every minute of the trip, and of course, they were both glad to get back to good old Los Angeles.

Do Not Forget the Community Chest



Shops

JACK BAILEY

The boys of the Shops are responding in great style to this year's Community Chest Appeal. We are glad to do our small bit which, when added to others, will go a long way to help those so unfortunate that they must depend upon charity.

Will trade two, just-as-good-as-new, deer-tags for gentle horse, roller skates or what have you. See Hank Sievers, L. A. Johnson or Jimmie Hale. "There ain't no deer in them 'ar mountains."

We regret to state that the Shop's South Side Weather Bureau has ceased to function, due to a typographical error: "Dr. Watts and Dr. Bradley." This should have read: "Dr. Bradley and Dr. Watts." Dr. Bradley having handed in his resignation leaves us in a bad spot. However, if Dr. Bradley will accept our humble apologies he will be welcomed back at the head of the staff. If not, the only solution will be for the North and South Side of the Shops to join forces under the leadership of the famous North Side astrologer and prognosticator, Professor H. S. Von Nutter. Professor Von Nutter has made himself known through his ability to pick the winners of all baseball games, football games, horse races and prize fights. Through the stars he predicts rain, snow and sunshine. Let us give you a quotation from Professor Von Nutter:—"The stars have a marked influence on the human body, this is one of the oldest beliefs. You get hit on the head and you see stars. What could be more simple. Bunkus, a star that rules our mentality causes trouble among those born under the elevated railways, etc." These astrological indications should give you a picture of our Professor Von Nutter, a very intelligent optimist of truth.

Anyone having an automobile salesman for a friend can tell them that Arthur Gerard, Electrician, has now made his last payment on his car and will no doubt be a good prospect to tie up for another eighteen months.

It is our good fortune this month to enjoy a visit from our old friend A. Gerberg, formerly of the Trimming Department, that great superproducer of Good-Will, Wim and Wigor. Don't stay away so long next time, Augustus.

Sheet Metal Head Worker W. C. Stulken was absent a few days due to minor injuries sustained while on duty.

Carpenter W. A. Jones also had time off while minor injuries were healing.

Hodges Lake has its enthusiasts and supporters of the claim that it is an ideal vacation and fishing resort. C. L. Nickels, L. H. Sawyer, J. Devlin and J. Noville were there recently and report a nice catch of fish and a wonderful weekend camping trip.

D. C. Farris, Watchman, a few Sundays ago suffered the loss of his stock of merchandise to some small time burglar. We don't like to cast any reflections,

but the boys in the Truck Shop claim that their co-worker R. Baxter has not bummed them for tobacco since that date. He was also seen eating some A.B.'s—and to make things a little worse for him we find that he was on the job on said date.

W. D. Smith, Millman, who has been absent for several weeks, is back on the job and is as good as new. Smith also boasts of becoming a full fledged American, having received his second papers.

A half day holiday is the symbol set for birthdays and we judge John Mathis, of the Truck Shop, has had one of "them days" as he was granted a few hours off (to get all dolled up for the occasion).

Vic Lee, Store Department, was indeed very angry on Hallowe'en Eve, when he was asked to work overtime in taking inventory. He spoke harshly and said, "Oh, Gee Whiz! Me and the wife were all set to ring doorbells and do things. Just my luck."

Mrs. Anderson Nee Matherly



Miss Dema Matherly, of the Garage Department, and Earl G. Anderson, of Westwood, California, were united in marriage at six o'clock Saturday evening, October 24th, by Dr. Warren Grafton, Pastor of the First Christian Church of Los Angeles. A simple wedding was held at the pastor's home with their friends, Mr. and Mrs. H. A. Lloyd, acting as best man and bridesmaid. The bridal party was then invited to a wedding dinner at the home of friends in North Hollywood. Mr. and Mrs. Anderson are now at home to their friends at 10334 Keswick Avenue, Westwood, California.

When the new Mrs. Anderson made her first appearance at the Garage as Telephone Operator, Wagner's "Here Comes the Bride" was played on air whistles, coach horns and other improvised instruments by the reception committee. Finally gaining the office

through this gauntlet of noise she found her desk decorated with many streamers, most beautiful flowers and signs displaying much advice. But the thrill of all was when she found an electric percolator set and was most profuse in her thanks to her coworkers for this beautiful gift.

The bride was surprised by Mrs. Gladys Iiams, Chief Telephone Operator of the company, with a delightful miscellaneous shower given at her home on Saturday, October 31st. Hallowe'en decorations made a particularly colorful setting and bridge was the chief entertainment. Mrs. Anderson received many lovely and useful gifts from the group of friends who were present.



Motor Coach Division

J. H. McCORNACK

The boys have given till it hurt in the Community Chest Drive and Mr. Morse is assured the contributions will be over their quota.

A. L. Nottingham is back on the job again after working part time at the Carondelet Garage for the past six months.

Chump Davis has put new shoe strings in his shoes to keep Goehler from getting out.

Baseball mustaches were the vogue during the World Series but since the football season they are trying to coax out eleven on a side.

Harry Zimmerman has been wondering why his name hasn't appeared in "Two Bells." Well, here it is. We just learned how to spell it.

Jimmie Kresge has taken up song writing. His first song, "Wild Bill Is Only William Now," will soon be published.

Al Rucker is rumored to have a new lady friend.

G. C. Pauling is among the elite now having parted with his ivories.

R. S. O'Connor was away a few days on a business trip by bus to Portland.

B. Kirk was granted a thirty day leave of absence for a visit to San Francisco.

Al Brehm had yellowtail for dinner last Sunday. A friend gave it to him.

L. Wismer wants a portable bank installed on his coach. He says that he gets all the large bills in town.

I. M. Rone's mother, wife and baby were the victims of quite a serious auto accident. His car was upset, throwing them into the street and fracturing his baby's knee.

GARAGE

With the spirit that conquered the west the Garage Department has contributed to the Community Chest 100% and raised an amount well over their quota to conquer this "repression."

"John the Baptist" Keller leaves at 4 o'clock now so he can get home and

make a unit change on his lunch box and get back by eight in the morning.

T. Juris has purchased a ranch next to Keller's at Garvey Acres. They may start a turtle farm.

"Eagle Eye" Pearce is going to take Bailey's advice and order some glasses. He overlooked two tokens.

After that \$28.00 night at the Silver Slipper, Bignall is using company grease on his marcel.

D. J. Sullivan had to stay home five days on account of a bad cold.



Here is one-year-old Ronald Wesley Nolf of the Garage, who is already telling his father how to repair yellow coaches.

Sam Turner was in for a short visit. His condition is much better and he expects to come back to work soon.

Dean Ovard is still using that crooked finger for a gun barrel and telling how he shot that deer.

Wally Weberg is trying to find enough tokens to finish paying for that fur coat.

"Ninety Thousand Mile" Baker is reported to be so crabby lately that it is thought he has taken up golf or fallen in love. Many are convinced of the latter because he has been overheard talking about the little lady.

O. A. Adams has been transferred to the day shift.

N. B. Leiser is back on the second shift after an absence of three years to Newark, New Jersey.

"Doug" Fairbanks wants alarm clocks installed on the street cars. He lets himself be carried by about twice a week.

Paul Wood surely tears up the floor out at the Rainbow Gardens.

Someone has told Jimmie Dean that a high, noble forehead denoted intelligence. Steen Parker has taken a four day vacation trip. He went to the big game at Berkeley via Reno.

We can't understand why a Russian insurance company should send literature to anyone by the name of Percy Bozanko.

Strange as it seems Foreman H. Franklin was born in Galveston, Texas, but is a California Native Son.

Ed Hall said Earl Peteway and the St. Louis Cards are responsible for the slump in his lunch bag.

Anyone of the Garage who would be interested in managing a fighter see North Winston as he is doing road work these mornings.

The only time that Earl Peteway can pick a winner is after the contest.

Benny Walters beat Jimmie Summers in their private bowling match. We knew he would as Benny had a quarter bet on himself.



H. K. CONACHER

DIVISION ONE

H. Ogden and T. Lambert went deer hunting up around the hills of Saugus, but, like many of the other big game hunters, came home empty handed. Better luck next season, boys.

E. L. Swartz was off for a few days with a severe cold but is back on the job again feeling fine.

W. H. St. John has resigned to take a post office position in the state of Washington.

Introducing the new additions to our force, W. Jackson, transferred from Division Four, and C. P. Hawthorne. Glad to have you with us, boys.

C. Heywood and F. Bond took a trip to Bishop the third and fourth of October to see the Royal Arch degree put on. They report a wonderful time.

DIVISION TWO

H. S. Murray was off for three weeks account of an attack of the "flu," but is now back again at his old duty of keeping Doc Robey's oil "Measuring Stick" within the estimated limit.

E. Sayre and wife spent a recent week-end with Ernie's father, who lives near Victorville.

J. L. Bradley and a party of friends went hunting one Sunday last month and brought back several rabbits.

E. Shaw, the most ardent baseball fan at Division Two, was on hand to see that Babe Ruth was properly welcomed on his recent visit.

Our General Foreman, "Billie" Brown, paid a visit last Sunday to his old chum, Frank E. Denison, whom he found to be in the best of health and working hard as usual.

DIVISION THREE

W. Wickwar, First Groupman, has returned to work after being on sick leave for two months. Glad to see you back, Bill.

A. O'Brien left last week for the Naval Hospital at San Diego, where he will undergo an operation.

C. Artist, Painter, who has been off for some time on account of failing eye sight, is improving slowly and would like to have any of the boys call on him.

E. C. Muse and H. Wescombe went on a fishing trip last Saturday afternoon and we understand that all they caught was a dose of sea-sickness.

DIVISION FOUR

Not to be outdone by the other hunters at this Division, Tom Childs returned from a hunting trip with two nice big bucks.

After being off for several days with an infected leg, Henry Watts is again back on the job.

After sharpening up his knife, R. Scudder was obliged to take several days off due to a badly cut hand.

C. Laffin, our former Storekeeper, is back with us for a few days to inventory our stock. We are always glad to see Charley and want him to know that he is always welcome.

DIVISION FIVE

B. G. Allen is at present confined in the Methodist Hospital, recovering from a recent operation. A visit from any of the boys will be appreciated.

F. M. Bruner has been transferred from Division One, nights, to the Seagulls roost. Make yourself at home, Frank.

F. E. Dudley was off for several days last month, just resting up.

For the past couple of weeks Ralph Nokes has been going around with blood in his eye hoping that the party who jacked up his car and removed a couple of tires would return.



H. I. SCHAUBERT

Regardless of what other departments may achieve in Community Chest donations, none will be able to surpass the spirit of willing generosity shown by members of the Track Department, from foreman to laborer. Let's hope that an equal spirit of appreciation be returned by the unfortunates so benefitted.

As soon as the Store Department produces the necessary ties, Charlie Shelton will take his newly painted excavator to Burlington Avenue, where Johnny Hagerman is preparing locations for portable crossovers. Burlington is to be reconstructed from Venice Boulevard to Hoover Street.

Frank South, Jr., is the new Day Watchman on Rampart. He is the son of Frank South, Night Foreman.

Quick action on the part of Bill Staffer and his men prevented the loss, by fire, of the fence around a school yard at Twenty-ninth and Compton.

Clyde Marsh contemplates moving to Vermont Avenue. Are the natives going to make you mayor, Clyde, for your good work in cleaning up the right-of-way?

Carle Hefington has proven himself a finished diplomat by convincing a very determined "cop" that it would be much better to clean up rock that had fallen from a load hauled by a brother truck driver, than to hand said truck driver a ticket. Good work Carle.

Charlie McCallister is thoroughly convinced that termites are destructive. He was forced to build a new garage, the old one having been ruined by the pesky bugs.

One of the most efficient "demolishing engineers," Peter Larson, has been selected to fill the position of Yard Carpenter, recently vacated by Charlie Tumbleson.

Frank South has returned to work following a battle with an obstinate case of lumbago.

Sam Mouser has also overcome the effects of a recent attack of "flu," and is hale and hearty once more.

Apparently the Track Department grades brides according to the brand of cigars the happy groom produces after the ceremony. The boys' acknowledgment of Joe Ovard's confession being somewhat milder than that accorded the blushing admission of the "Dancing Bear," Dick Weston, that he had taken unto himself a wife.