

# TWO BELLS



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## For 1932

God give us men. The time demands  
Strong minds, great hearts, true  
faith,

And willing hands . . . . .

Tall men, sun crowned, who live  
above the fog

In public duty and in private think-  
ing!

—J. G. Holland

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# EDITORIAL

**O**UR wish for 1932: that the happiness and well-being, not only of our own, but of all mankind may increase and be made secure. We voice a feeling of kindness towards our friends and fellow workers and wish for one and all health and happiness; peace and prosperity.

## In Person

**H**ERE is little 1932 in the person of David J. Blevins, age twenty-two months, son of L. A. Blevins of the Motor Coach Department. He says he is all ready to start in as soon as we are in need of more motor coach operators. But he looks to us the personification of the New Year, with a grip full of the old year's troubles and burdens and a wondering little frown on his face as to just what he is going to do about it.



And that brings us this thought, what are we going to do with this brand-new year, fresh from the storehouse of Time? So many people are asking the question, "What will 1932 bring to me?"

Let us ask the reverse question, "What are you bringing to 1932?" A new year means new hope, new opportunities; let us bring to it the determination to convert it to the greatest usefulness. We may sometimes feel that the passing years are hard years, but through this picture of worries and failures, we see the love of our dear ones, the friendship of comrades, kindly words and deeds to us from others. So, it is not a bad world.

Let us turn our backs upon the disappointments of 1931 and with confidence and cheerfulness face 1932 unafraid.

**T**HE newspapers are full of publicity concerning the enormous number of traffic deaths and injuries during 1931. The figures are 561 killed and 16,940 injured in Los Angeles last year.

The motormen of the Los Angeles Railway are in a position to make a very notable contribution to the safety of the general public. Let us hope at the end of 1932, the number of accidents chargeable to our street cars will be represented by 000 on the city's traffic accident statistic sheet.

*Opportunity never knocks at the door of a knocker.*

*As long as you are right, you have not failed.*

*A penny saved is a good example to the other ninety-nine cents.*

*You can look for a square deal only from a square dealer.*



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Number One

JANET C. McNEILL

Publicity Manager and Editor

## Sixth Contest Close Reveals Winners

The Sixth Safety and Courtesy Contest and the last of the series closed on December 31st with one hundred and four men in the winning groups. Division Three came through with flying colors having two winning groups both with clear records. Division Five is at the foot of the row with one winning group and seven points charged against it. Division Four stands next to the top notchers with two winning groups and one point charged against each. Division Two has one group with two points against it and Division One presents two groups with three marks apiece against them.

The following is a summary of the group standing at the close of the contest:

Division No. 1	{	Group 5, lost 3 points
		Group 8, lost 3 points
Division No. 2		Group 4, lost 2 points
Division No. 3	{	Group 1, Clear
		Group 16, Clear
Division No. 4	{	Group 1, lost 1 point
		Group 7, lost 1 point
Division No. 5		Group 14, lost 7 points

The largest number of men participated in the winning groups of this contest of any contest so far. The total number is 104.

Dinner to the winners of the Sixth Safety and Courtesy Contest just closed will be announced later.

Here are the names of the men who are winners in the Sixth Safety and Courtesy Contest:

Division One, Group No. 5: Conductors O. Arguello, G. J. Stoddart, C. J. Groth, M. C. Perl, O. W. O'Neil; Motormen W. A. Bence, J. A. Johnson, C. Culver, A. H. Middleton, M. A. Kilgo; Safety Operators J. Viellenave, G. L. Beckstrom.

Group No. 8: Conductors E. L.

Ayers, R. A. James, T. D. Noteman, C. M. Selman, M. H. Boswell; Motormen W. H. Stanley, K. L. Mayes, S. B. Sloan, \*D. Rogers, B. B. Parvin; Safety Operators R. C. Cook (out of service), F. R. Combs.

Division Two, Group No. 4: Conductors \*R. L. Tobin, C. A. Rogers, \*F. Habich, \*F. A. Geel, \*J. Dennison, \*O. C. Deniston, \*K. E. Sloan; \*C. I. Jones; Motormen K. Poppe, J. H. Allday, J. E. Crawford, J. C. Miller, T. C. Strobel, L. A. White, C. H. Coolman, \*A. M. Jones.

Division Three, Group No. 1: Conductors J. C. Phillips, E. C. Molster, H. A. Beals, J. A. Morris, A. C. Stover, C. E. Vassar, I. F. Hickox, D. A. Kuykendall; Motormen M. L. Hersom, J. Corson, T. W. Kingsbury, R. D. Starling, J. D. Messick, R. P. Frasier, E. M. Meyers, W. O. Watson.

Group No. 16: Conductors C. Voss, S. R. Leckey, E. W. I. Deane, G. A. Finney, B. W. Bentley, J. L. Hall, E. E. Fogle, C. W. Morris; Motormen F. P. Cheshire, W. F. Lawrence, F. B. Morton, F. W. Hendershot, M. C. Sonner, L. Vickers, J. Hughes, J. P. Dewey.

Division Four, Group No. 1: Conductors \*J. G. Newell, \*A. A. Goldsmith, \*W. N. Cline, \*E. T. Smith, W. E. Grifflis; Motormen \*J. Z. Gascon, J. B. Woodland, J. H. Meiers, \*J. J. West, \*W. Brotherton.

Group No. 7: Conductors J. D. Randolph, J. C. McQuoid, A. C. Freeman, G. A. Jahn, J. L. Carnine; Motormen F. E. Swab, L. L. Vance, F. E. Striebel, W. J. Templeton, R. J. Lee.

Division Five, Group No. 14: Conductors D. A. Buzzell, G. E. Harper, B. V. Harrell, C. K. Stahl, H. F. Shower, L. B. Blackmer; Motormen D. M. Stevens, C. R. Gilliam, W. T. Milligan, C. M. Detrick, H. E. Hutchison, M. E. Dally.

The names marked with an asterisk are of men who also won the contest preceding this one. A. M. Jones, motorman at Division Two is the only one in a winning group at the end of all three contests for 1931.

## The Suggestograms

The Suggestogram with posters being an innovation, it was not to be expected that during the first month or so many practicable and therefore valuable ideas would be developed. It was thought that about 200 suggestions might be sent in before January 1. This expectation was exceeded, however, the total to December 28 being 264. Of these 189 came from the Transportation Department and 75 from the various branches of the Engineering Department, including the Coach Division.

Of those received from employees in the Transportation Department 45 have been found to be unacceptable for one reason or another. The committee's report shows 13 from the Engineering Department to be either unacceptable or held for further consideration.

There are many aspects of some problems to which prudence suggests that considerable study be given before action is taken. In some cases obstacles to adoption may be overcome. In other cases, for reasons that probably are not known to the authors of the suggestions, they cannot be adopted. The fact that thus far only about one out of five suggestions have been determined to be impracticable should not be a cause of discouragement.

Some of the ideas presented pertain to conditions in the control of the Police Department, the Department of Public Utilities or the State Railroad Commission, or are in conflict with the state laws or city ordinances. Some procedures proposed have been followed in the past and discarded as impracticable. Others, which have apparent value, could be put into effect only at a cost exceeding the benefits to be derived. Most of the suggestions of this class were probably made

(Continued on next page)



## Square and Compass Club Gives Sunshine to Shut-in Tots

Three of the children undergoing treatment at the Orthopaedic Hospital School of the Los Angeles Orthopaedic Foundation enjoying the out-of-doors under the care of Nurse Bennett in the wheel chairs given by the Los Angeles Railway Square and Compass Club. From left to right they are: Albert Bradley, Matias Paradez and Norma Noble.

### Suggestograms

(Continued from page 3)

by men relatively new to the service and therefore perhaps unfamiliar with the limitations imposed upon the Railway by the regulative bodies.

Following are the numbers of the suggestions which have been laid aside as impracticable, for the reasons set forth, or held for future consideration:

#### Transportation Department:

219861	218080	223147	224487	243634
219862	218086	223151	226235	243655
219863	218092	223600	226239	246347
219864	218507	218516	243238	243470
227663	218509	219264	218508	218103
243245	222666	221945	226243	242974
218051	222677	221953	227639	225264
218056	223020	224471	226244	

#### Engineering Department:

225504	219466	225763	221954	243637
247502	219909	223217	224462	1357
242611	225920	243008	243443	1358
247517	220913	243217	243481	

#### Miscellaneous:

243008

The Los Angeles Railway Square and Compass Club has again brought sunshine to the crippled tots at the Los Angeles Orthopaedic Foundation hospital school. At a meeting of the Club held on Saturday evening, December 19th, and presided over by President John Collins, it was decided to ask those present for a silver donation to buy another medical wheel chair as a Christmas offering to the Orthopaedic Hospital. In June, 1930, the Club had made a similar donation.

Preston T. Slayback, business executive of the Foundation, gave a very interesting and enlightening talk on the work done to relieve and to cure crippled children.

When the donations were counted, it was found that there was enough money to buy two medical wheel chairs. One of the chairs was dedicated to the memory of Jack Sheridan, beloved founder of the Square and Compass Club.

Mr. Slayback conveyed to the Club the thanks of his organization. A very beautifully staged show depicting the Spirit of Christmas was given during the evening through the courtesy of Mrs. C. L. Johnson of the Studio of Drama of Glendale.

About 350 persons, members, their families and friends, were in attendance.

## Christmas Toys Gladden Hearts of Kiddies

Hooray for the fun!  
Is the pudding done?  
Hooray for the pumpkin pie!  
And now for the toys  
For girls and boys!  
Hooray for the pile so high!

And it was a high pile indeed. Just imagine shopping for Christmas toys for 2200 boys and girls! A nice, neat white package all tied up with red ribbon and enclosing a card which said "The Los Angeles Railway wishes you a Merry Christmas and Happy New Year" and signed by Mr. Kuhrts, our president, went to every one of the kiddies of the Lary family. And such a lot of fun opening them!

There were playground balls with real cowhide covers; big, beautiful beach balls; dolls with cute little dresses on them; paint and crayon sets for the girls and gliders for the boys; pull toys for the littlest ones except for the babies, and for the boy babies, rubber doys that bark when squeezed, and for the girl babies, stocking dolls that will not fade when chewed.

And now the holiday season is over and we are all hoping that little 1932 will grow to be a better boy than 1931, whom we were so glad to ring out.

It is not yet too late to wish all the boys and girls of the big Los Angeles Railway family a Happy New Year.

## Election

The annual dinner of the Square and Compass Club will be held on January 16th at 7:00 P. M. The election of officers for 1932 will be the order of the evening.

## Standing of Tramen by Divisions

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

	Loss of Courtesy		Loss of Safety	
	Motormen	Conductors	Motormen	Conductors
One .....	0	0	10	0
Two .....	0	2	11	1
Three .....	0	1	13	2
Four .....	1	3	12	3
Five .....	0	2	11	0
Totals .....	1	8	57	6

Safety operators are listed as motormen.

## Ninth Street Job Completed

The West Ninth Street job, where the reconstruction of the track has been under way, will practically be completed by the time this issue is out.

# Pack Your Own Load

By J. C. COLLINS

*Supt. Meter-Mileage Department*

The meter report for the last half of November, 1931, indicates a fair saving by Divisions. I say fair because when you take the records of the men by lines of that Division, you then see that certain motormen are making this saving and are really supporting the other men.

I can see every reason to teach a man what is needed, and to assist him in taking up his burden (which we did during instruction in correct operation) but I can see no reason why some one else should continue to carry the burden for him.

At Division One there is no excuse for a man being in red on Line "D."

Some of the men on Lines "3" and "4" are getting careless and are drifting back. There are several men on Lines "J" and "R" in red who should not be there.

While Line "H" of Division Two is running fair no man should be in red on Line "O."

On Line "S" several good motormen are in red who have no business there.

Line "U" never has been satisfactory, a number of men having made no particular effort towards improvement, and there are three times as many men in red on Line "V" as there ought to be.

Lines "A," "B" and "E" of Division Three are only fair. Line "L" is slipping back. The men on this line can do much better. A great many of the men on Line "W" can improve their record without half trying.

"C" Line at Division Four is fair. "N" indicates what the other lines should be. There is some slight improvement on Line "P." The low men seem to be slow men, lacking pep in unloading and getting started but have too much pep in overtaking conditions ahead which force a stop that could have been avoided by allowing things to clear the track.

Division Five Line "E" is fair. "F" is not so good. Many men are not taking advantage of traffic conditions. Line "M" has far too many men in red.

A great many motormen on the system are forgetting about the proper handling of the air and are skidding the wheels.

Failure to take advantage of traffic conditions in the central section of Zone One is responsible for keeping most men in red. In this section, ninety-five times out of a hundred, a man gains nothing by feeding controller to more than half speed. There is absolutely no need of feeding to

full speed three or four times to run one block. Conditions are easily seen and numerous stops may be avoided by proper timing and control of speed. This also holds true in the approach to middle of the block cross walks.

There is no reason to rush when you have no place to go.

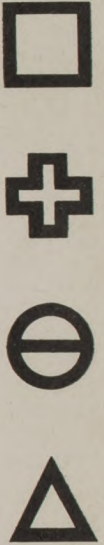
Severe discipline will be administered to those men who do not heed the instructions given them in power savings.

## Division Assignments

To Division One: Motorman E. P. Bates; Safety Operator F. A. Techmeyer.

To Division Three: Motormen B. Hansen, H. Taylor, J. T. Walsh, L. H. McCaleb; Conductors L. J. Lee, G. W. Morehouse.

To Division Five: Motorman J. P. Taft; Conductors J. L. Gray, H. D. Littlefield, W. J. Barclay.



These men were caught unawares and claim they did not have a chance to fix up to have their pictures taken. Also they regretted that the photographer did not come when they were working the hardest, which is at lunch time. From left to right, standing: E. C. Hickey; E. O. Baker; H. A. Russell; A. M. Emerson. Front row: E. T. Lippiatt; F. F. Mennerick.

The mysterious symbols forming the frame of the picture of the six serious looking gentlemen above has nothing to do with Greek fraternities, but are part of the code used to tell our conductors whether or not a transfer has been issued on the date presented.

A. M. Emerson standing on the right is the captain of the Transfer Bureau crew. The Transfer Bureau makes up the "outfits," or bunches of transfer pads with proper symbols for the crews of the various lines. These are carefully listed on sheets and packed in boxes for the various Divisions. The transfer and lost article cars from the various Divisions pick up these boxes daily delivering them to the Divisions and returning the unused transfers to the Transfer Bureau to be sorted, listed and put away until ready for use again. Each Division has a supply of transfers to last three days.

The "D" Line is the shortest and has 10 "outfits"; the "M" Line is the longest with 71 "outfits."

The men composing the Transfer Bureau force, with the exception of E. T. Lippiatt who spends only part time there, are all old timers with

the Lary system. Their combined service represents approximately a century and a quarter.

A. M. Emerson, the chief of the Bureau, is the youngest in point of service, having come to the company as a conductor out of Division Two in July, 1913.

E. C. Hickey is the senior with over thirty years of service. He joined up with the Larys in November, 1901, as conductor at Division One.

F. F. Mennerick runs a close second in point of seniority with almost twenty-nine years to his credit beginning as a conductor also at Division One in April, 1903.

E. O. Baker started his street car career as a motorman at Division Three in November, 1907, a little over twenty-four years ago. H. A. Russell is the junior of the regular crew, having come to the company as conductor at Division Three in November, 1908.

E. T. Lippiatt is the youngest in point of service as well as years, having joined the Lary family in August, 1926. He spends part time with the Transfer Bureau and part in the ticket office in the main building.

# Yearly Line-up of Divisions on Witness Records

For the second time in 1931 Division Three nosed Division Four out of first place, in December, for the average number of witnesses per accident. In fact they nudged them out with an average of 6.32 while Division Four trailed them with 6.30. Division Five held third place over Division Two with almost as narrow a margin; Division Five averaged 4.98 and Division Two 4.95. Division One still holds to the cellar position, having stepped out of it only once during the year.

For December Division Two is the only Division to make a gain over the November figures.

Comparative witness averages per accident for November and December are here shown:

November		December	
Division Four	6.57	Division Three	6.32
Division Three	6.36	Division Four	6.30
Division Five	5.84	Division Five	4.98
Division Two	4.33	Division Two	4.95
Division One	4.17	Division One	3.96

At no time during the year did Division Four go below the average of 6.26 and in July this Division reached 7.38 which is the highest average made by any Division since October, 1929.

While December, 1931, with its holiday crowds and bustle, showed an increase in accidents of 121 over November, there was a decrease of 233 accidents from the number in December, 1930.

The total number of accidents for December, 1931 was 1218; for November 1097. December, 1930 had 1451 accidents.

The total average witnesses per accident for all Divisions for December was 5.27 and 5.30 for November.

The following are the average witness figures for the entire year of 1931:

	Div. One	Div. Two	Div. Three	Div. Four	Div. Five
January	4.27	4.73	6.19	6.28	5.42
February	4.17	4.71	6.02	6.69	5.52
March	4.28	5.01	5.90	7.04	5.51
April	4.47	5.01	5.99	6.71	5.25
May	4.17	4.67	5.89	7.05	5.49
June	4.68	5.07	5.60	6.73	5.55
July	4.41	5.07	6.11	7.38	5.17
August	5.14	5.11	6.50	6.94	5.38
September	4.55	4.92	6.53	6.26	5.70
October	4.47	4.69	5.81	7.01	5.04
November	4.17	4.33	6.36	6.57	5.84
December	3.96	4.95	6.32	6.30	4.98
Average for 1931	4.40	4.86	6.10	6.75	5.40
Average for 1930	4.47	4.74	5.73	6.77	4.92

The comparison of 1930 and 1931 shows that Division One feels very comfortable in the cellar and refuses to get out, while Division Two is sitting on the cellar steps waiting for Division One to move out.

Divisions One and Four are the only Divisions which did not make a better monthly average showing in 1931 than they did in 1930. No Division seems to be able to remove Division Four from the lead although Division Three shoved them out of first place twice during 1931. Congratulations, Mr. Wimberly!

## Another Old Timer Gone

Adelbert Bartlett, who has been with the company since 1894, passed away January 3rd. Mr. Bartlett was born in New York and was employed by this company as a trainman in July, 1894. Later he was made foreman at Division One and was transferred to the Track Department as foreman in 1902. In February, 1922 he was appointed Inspector of Excavations in the Engineering Department. He was placed on the Special Roll June 1, 1927. Mr. Bartlett is survived by his son.

## Work on Rampart Finished

Work has been finished on Rampart Boulevard where the car tracks have been raised to the new grade.

## New Extension

The proposed North Spring Street extension of the company's lines has been held in abeyance because the street contractor has been unable to complete his work during recent rains. The Engineering Department is ready to start work, however, as soon as the contractor completes his portion of the street work.

## The Name's The Thing

One of our ambitious subscribers who is none other than P. V. Mann, Employment Department, has sent in a series of bedtime stories made up of names of men at the different divisions. If there is anything in a name he has found a use for it, and here is a story of Division One trainmen:

ALDAY LONG from EARLY daylight an URBAN HUNTER COMBS a WOOD for a WULF or a BYRD.

A CROSS KER MILLS to the WRIGHT.

A HAGGARD FORRESTER STAGGERS up and at a BELL-CLAPP by the SEXTON in SACKVILLE, he OGLES a DIAL.

TISS FEB with MAYES breezes and in a GREENFIELD they TREAT themselves to a BERRI feed, HEFT from an ALDER TREE to SWEETEN their lunch. In BLISS they BURROW in a BROWN leafy BOWER for a short KNAPP and talk about SCHULER, CHAPIN and the KEISER. They eat MOORE, mostly RICE, and not a CRUMB is found when they are DUNN. Being FULLER now they approach a BRIDGE and look through the GLASS WHITE water at a SPURGEON GAMBLE with some BEAVERS.

NETHELSOLE had a FORTUNE—one a PENNY, the other a PERL LOCKETT.

The HUNTER was from DOMINGUES Junction. He was an ORPHAN and used bad GRAMMAR. He was raised in a GARRETT and slept in a BARRELL, but wore a KELLY and put on AYERS.

The FORRESTER was from KNAR-RABORG. He wore a FLOWER and was a SINGER. Married by a BISHOP because he could COURT-WRIGHT, he TUCKER home and treated her WRIGHT. His wife was proud of HERRMANN. She was the ELDER and something of a HAAG. As a BENEDICT he sang but she took HOLT and would SHOUT and HOWELL and he would say DARN-ELL but he could not TURNER poor SOULE.

BOTHWELL knew the HILLS and went each others BOND when threatened with PATTEN.

Once a BRIDER who thought he was a FISHER was their WARD and wanted a GUIDEBECK. He was a poor WALKER and it being kind of AREY and no MOON he thought he would freeze. But the HUNTER said, oh, FEEZELL.

And it came to pass that a green business man read in black and white that business is in the red. And lo, when he beheld these tidings, he became blue, for he was already yellow.



Ho! hum! Just a matter of over 30 years since this one was taken. To be more exact, it represents a gathering of the clan at Division One July 17, 1901, for the daily 10 A. M. show up. You old timers will remember the well-known routine: A 5 A. M. shine and if nothing was caught, back again at 10 A. M. and if no luck, well, it was the usual 10 A. M. to 1 P. M.; 1 P. M. to 3 P. M. or 3 P. M. to 6 P. M., and no shine time allowed.

Thirty years is a long time when reckoned in days and months, but I'll bet that the desire to once more "hit the ball" is quite often stirring in the breasts of those who formerly gathered nickels or wound up the controllers. The old timers who are still in service consider the time well spent, and the management feels that our company has been well served by these men who have grown gray in service.

The picture was sent in by Ex-Conductor J. B. Roberts to his old time friend and coworker Conductor Ira Gott, who is still giving good service at Division Three. Mr. Roberts has a ranch in Fresno County and his main pleasure in life is fishing, which really makes him a twin brother to Mr. Gott who would rather fish than eat. Part of the letter follows:

"A Merry Christmas" to the Gott family. Pleased to meet you Mrs. Gott, and hope you will come with that fisherman of yours to see us some time. I'll have the bull tied, too!

Well, old timer, here's a picture that'll take you back a few days, wonder why our hair is gray and our teeth chatter these cold mornings. There is one old timer missing from this photo I wish was in it—Conductor Frazier—remember him and what a ladies' man he was? He sure was a kick.

You can be thankful for your street car job these days while I

am lucky to have the ranch. Never see any money but we eat regular.

When I look at this picture and think of the times we had, especially when we used to get a five o'clock Vernon trailer and a little old register hanging around our necks. The fellows would beg off and Daddy Burr would say: "Damit, no, I can't let you off!"

There is nothing more I can say so I'll wish you many happy returns of the day.

Yours truly,  
J. B. ROBERTS

### Miss Campbell Broadcasts

Miss Jeri Campbell, daughter of George E. Campbell, Chief Draftsman of the Engineering Department, and Miss Allyn Mallory played over KMTR on Thursday, December 7th at 7 P. M., and again over KFWB on Saturday, December 9th at noon. They played popular music arranged by themselves in the modern harmony method for two pianos. The two girls have studied modern harmony with Rhodes and Smalley who have arranged for them to give a concert at U. C. L. A. very soon.

### Foreman Gordon Back on Job

Joe Gordon, Foreman of the Blacksmith Shop, who had to go back to the hospital for a second operation, is back on the job again after two months absence. Joe doesn't feel fit to fight a wildcat, but he is much better and his friends and fellow workers are glad to see him around again.

### Improvement

A new suction blower has been installed on the roof of the welding room to take out the smoke and fumes caused by welding operations.

## "Professor" Billie Brown Celebrates by Working

William T. Brown, our General Foreman of Car Houses, is one of the old timers with the Lary system. His first employment was as a motorman on December 28, 1900, just 31 years ago. Pushing the controller handle did not suit his taste and in August, 1902, he transferred to the Pacific Electric as Repairman.

However, he concluded his first love was the best and in September, 1903, he transferred back to the Lary. He determined to show how sincere he was about staying with the Lary, so he dug in and worked so hard that in July, 1904, less than a year, he was made Assistant Car House Foreman. He has been General Foreman of Car Houses about twelve years.

The other old timers are inclined to overlook the fickle spell he had in 1902 and consider that December 28th marked his thirty-first year with the company. But, coming in the midst of the holidays, it was overlooked and Billie celebrated the anniversary by putting in just another hard day's work.

### Complaints Forge Ahead

Complaints for the month of December showed an increase of 13 over the number for November. There were 119 in December while 106 was the total for November.

Discourtesy and Fare and Transfer Trouble each gained 10, and Miscellaneous complaints gained 1. Starting Too Soon and Service remained the same as for November. The other four classifications made slight reductions—Passing Up Passengers and Short Change each decreased by 2; Carrying Passengers Past Stop 3; and Dangerous Operation wiped the slate clean.

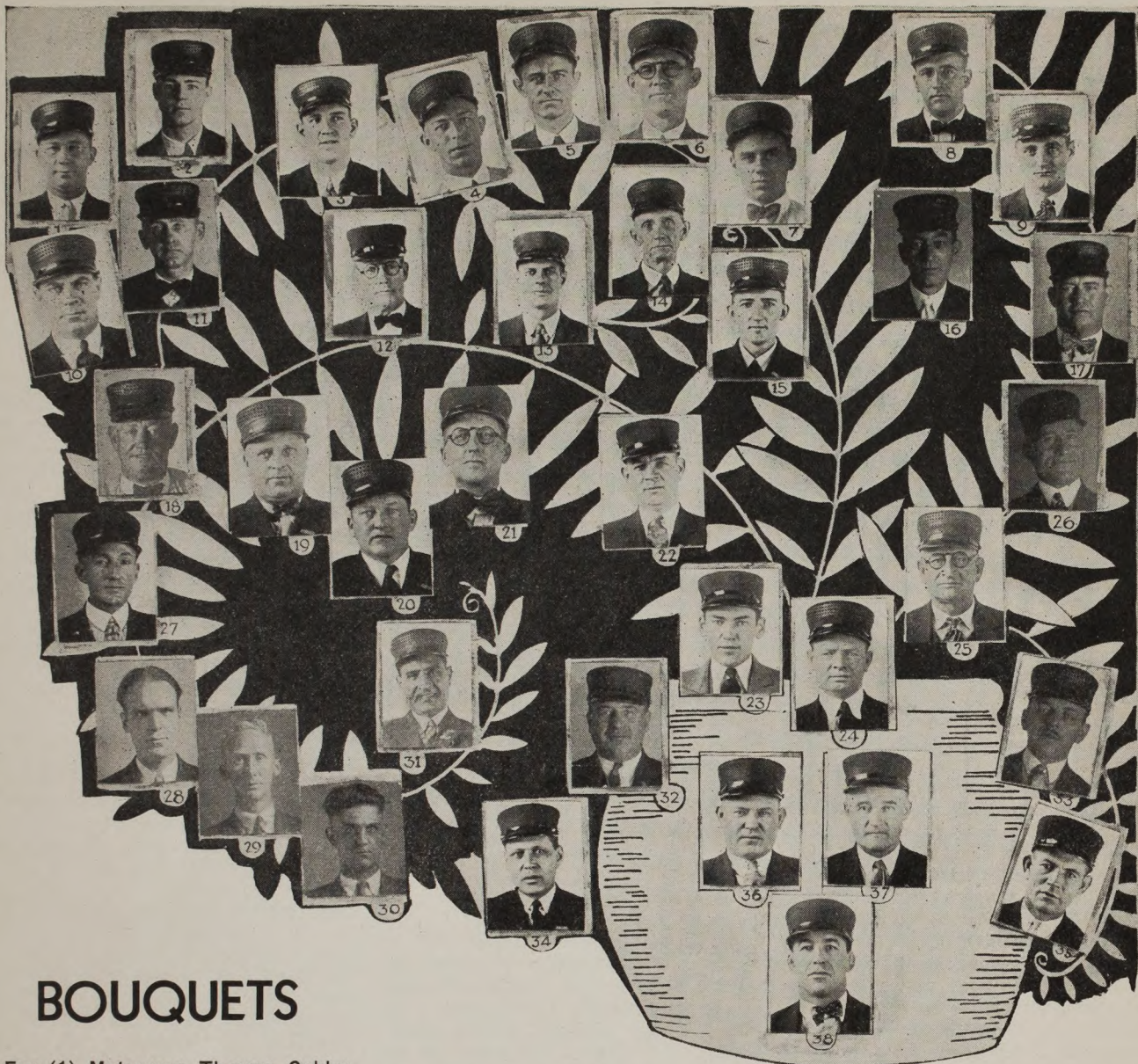
Comparative figures are shown below:

Classification	Loss or Gain		
	Nov.	Dec.	
Discourtesy	13	23	10
Fare and transfer trouble	39	49	10
Starting too soon	10	10	0
Passing up passengers	9	7	- 2
Carrying passengers past stop	6	3	- 3
Dangerous operation	1	0	- 1
Short change	9	7	- 2
Service	2	2	0
Miscellaneous	17	18	1
Totals	106	119	+13

### Commendations Stand Still

There were 57 commendations in December and there were also 57 in November.

The number of men commended at each Division was: Division One, 7; Division Two, 7; Division Three, 29; Division Four, 6; Division Five, 16.



## BOUQUETS

For (1) Motorman Thomas Calderwood of Division Three from A. June who says it is always a pleasure to ride with him as he is very quiet and stops his car without jerking, and he is very considerate to the public.

For (2) Conductor E. W. Park of Division Two from F. B. Orr for thanking all patrons when they paid their fares.

Conductor Park is also commended highly by E. E. Townsend who said that "when handing my transfer I was not alone amazed but got a thrill from his words, two only, but what—"Thank you". I carefully noted he said "Thank you" to everyone boarding his car."

For (3) Motorman L. C. Wahlberg of Division Two from Elsie Godwin for courteously holding his car when she was running for it with two small children. She said he was courteous to all his passengers alike, and that he stopped and started his car smoothly.

For (4) Conductor C. J. Knittle of Division Four from Dr. W. A. Coleman for being so accommodating, friendly and gentlemanly and particularly for loaning him a token when he boarded the car with nothing smaller than a twenty dollar bill.

For (5) Conductor H. G. Morgenthall of Division Three from Mrs. A. Cardella and Mrs. E. Garvina—two daily passengers—for his courtesy to all passengers but especially for getting off his car to help an elderly crippled man on his car each morning and for seeing that he is seated before giving the starting signal.

For (6) Motorman J. T. Martin of Division Three from Martha Bergh for slowing up his car to watch for possible passengers transferring from coach lines.

For (7) Conductor E. G. Biddlecomb of Division One from C. N. Carr for giving courteous information as to where to transfer.

For (8) Conductor T. G. Cumberland of Division Three from Josephine McMasters for courteousness and efficiency.

Conductor Cumberland is complimented by Edward A. Bulwin for thoughtfulness and courtesy but even more for his cheery "Good morning" to his passengers. Mr. Bulwin says: "This is more than an empty morning salutation—it is a good-will builder that leaves a passenger with a sense of well being."

Again Conductor Cumberland is commended by Mrs. Charles Keene for his extreme courtesy and his interest in his work and in protecting his passengers and car.

For (9) Conductor T. J. Mulrine of Division Three from Lucille C. Randall for being unusually courteous and kind and for pleasantly and thoughtfully aiding the lame and the elderly.

Conductor Mulrine is also commended by R. A. Muenster for his unusual thoughtfulness, courtesy and



efficient service. Mr. Muenster says further: "I noted that he used his smile, that he was solicitous about the destination of people, that he helped women with their packages, and that he cautioned people to 'watch their step'."

Again Mrs. W. H. Lee says that she has never seen such courtesy shown her as she has had from Conductor Mulrine.

And A. W. Sigelkoff, of the Los Angeles Police Department, commends this same conductor for paying the additional two cents rather than argue with a passenger who insisted five cents was enough. Officer Sigelkoff said that during this same trip Conductor Mulrine showed his ability to deal courteously with offenders when a passenger became discourteous when asked to move forward.

For (10) Conductor H. Russell and (11) Conductor R. J. Platner, both of Division Five, from Wm. L. Bowers for courteously and quickly volunteering to give him tokens when he accidentally left home without any money, on a rainy night.

For (12) Conductor G. R. Perdw and (no picture) Motorman L. M. Runyon, of Division Three, from Mrs. Alta Rees, who writes that Conductor Purdew is considerate and helpful to all.

Mrs. Rees says that Motorman Runyon is very pleasant and watchful.

For (13) Conductor E. J. Merceau of Division Five from Mrs. Grace Westman for exceptional courtesy and helpfulness to all passengers; for his cheery attitude at all times; and for his readiness to give pleasant service to his passengers.

For (14) Conductor F. W. Reynolds of Division Four from Mrs. E. A. Dana for kindly lending her car fare when she left her purse in her husband's automobile. She says: "It was not the loan but the courtesy and understanding that I appreciated."

For (15) Conductor R. W. Bower of Division One from Mrs. M. F. Wilson who wrote: "He is the most courteous man I have ever ridden on the street car with—kind to everyone and he watches all the corners. In fact he is always on the job."

For (16) Conductor J. F. Chappus of Division Four from Nurse Miriam Jean Rollins for his courtesy to young and old, and for helping them on and off the car when they have bundles.

For (17) Motorman E. B. Adams of Division Three from Martha Bergh for stopping his car in the rain so she could get across the street to board it after the signal had turned.

For (18) Motorman W. T. Stebbins of Division Three from Fred L. Jackson for being very careful and alert, and also very courteous to everyone in every way.

For (19) Motorman G. L. Beckstrom of Division One from Martha

Bergh for stopping his car after he had started to kindly and courteously assist a little old lady who was trying to reach the car.

For (20) Motorman B. Q. Adams of Division Four from William Truax for his strict attention to duty, and his quick thought and action in averting an accident when two automobiles cut in in front of him.

For (21) Motorman J. H. Meiers of Division Four from R. C. Evans for stopping his car in the rain when he saw Mr. Evans running for it.

For (22) Conductor F. Jewett of Division Three from Ann Gartner for the nice way he handles the people.

For (23) Conductor H. D. Adams of Division Three from Jennie M. Gasser for kindly and courteously lending her car fare.

For (24) Conductor F. J. McDonald of Division Five from R. C. Prentiss for carefully and courteously helping a Mexican mother to alight with her small baby and a big bundle.

For (25) Conductor C. V. Judd of Division Three from Miss Lily Ray Glenn for his courteous attention and for giving her directions which saved her considerable trouble.

For (26) Motorman A. Dimitri of Division Five from W. J. Paul for his alertness and courtesy in stopping his car when Mr. Paul signalled from the curb.

For (27) Conductor W. A. Walsh of Division Five from Ernest Endermano for kindness and courtesy in lending him car fare when he had forgotten his money.

For (28) Operator L. E. Kellogg of the Motor Coach Division from Dr. R. A. Goodall who writes: "His genial bearing and unflinching courtesy is remarkable. It is indeed a pleasure to know that the safety of the fare-paying passengers is in such good hands."

For (29) Operator A. P. Rucker of the Motor Coach Division from a passenger who says: "I have the highest praise for this operator in the way he goes about his work. At three different points on this trip he waited for ladies. At Vermont, Western and Larchmont he took it very easy and then looked in each direction to see if any cars were coming so as to wait for passengers. This man also has a wonderful disposition and a good attitude. I can truthfully say that he is 100 per cent efficient."

For (30) Operator W. F. Bailey of the Motor Coach Division from Mrs. Margaret Shook who wrote that while she was driving her own car she noticed this operator escorting an old lady across Figueroa Street.

For (31) Conductor F. S. Leon of Division Three from Mrs. A. L. Juul for his extreme courtesy and kindness to passengers when he opened umbrellas and assisted women and children on a rainy day.

For (32) Motorman F. J. Cimmino of Division Three from William Tiedman for the careful and efficient manner in which he handles his car. He continues: "I have never seen him stop or start his car with a jolt."

For (33) Conductor C. C. Ditter of Division Four from T. W. Rutherford who says: "He is highly deserving of recognition for his courtesy, intelligence and attention to business. I could not help but notice his efficient and helpful actions when a passenger on his car."

For (34) Conductor J. M. Boehm of Division One from Mrs. E. Stone for always giving careful and courteous attention to passengers; for calling all stops promptly, mentioning the prominent buildings in the vicinity, which is helpful; and for showing careful thought and attention to duty.

For (35) Conductor M. J. Angel of Division Three from Frank D. Grace for his efficient manner and very courteous words to a lame passenger who was inclined to take offense when Conductor Angel removed his fare box and held it out so the passenger could drop his own fare into the box after he had asked the conductor to take the money.

For (36) Conductor E. F. Adams of Division Four from J. Brennen for courteously helping those with baggage and for his kindly words of cheer to some aged women.

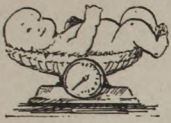
For (37) Conductor W. W. Schmidt of Division Two from Mrs. William Cook for thoughtfulness in seeing that she and her friends got off at the proper transfer point.

For (38) Motorman G. H. Buttner of Division Four from Mrs. Ida Gillmore for thoughtfully holding his car for a young woman who had to transfer alone, late at night, thus saving her from a lonely wait for the next car.

For Conductor J. W. Duncan of Division Two, (no picture), from D. D. Smith for quick action in averting a serious accident. Not seeing the conductor's hand out a man on the street stooped near the tracks to recover something he evidently had dropped just as the car was rounding the curve. Conductor Duncan quickly jumped to the bottom step and pushed the man's head out of the path of the swinging steps.

For Conductor L. E. Wirtz of Division Three, (no picture), from Miss Sarah Smith for announcing all streets in a very clear, audible, distinct and courteous tone of voice.

For Conductor A. B. Morse of Division One, (no picture), from M. B. Beattie for his marked courtesy in answering questions even while very busy. "The intonation of his voice and his general demeanor was exceptionally mannerly," wrote Mr. Beattie.



# BIRTHS

Conductor W. P. Wynegar, of Division Two, announces the arrival of twin daughters, who arrived the 9th of December, and will be known as Darlene and Marlene. All concerned are getting along fine.

\* \* \*

Conductor C. I. Jones, of Division Two, is justly proud of his Christmas Eve present, Marylen Virginia who was born December 24th.

\* \* \*

Motorman J. J. Sylver, of Division Four, has been the proud papa of a new baby girl since September 14th but in the excitement following its arrival J. J. forgot to have the event added to his list of achievements in the Personnel Department. We are pleased to state the little one is enjoying excellent health and has been named Dolores Kathryn. Congratulations, J. J.

\* \* \*

Motorman A. E. Downing, of Division Five, was all smiles on Wednesday, December 16th, when his wife presented him with an eight pound baby girl. Little Mary Ida and mother are doing fine and dandy and daddy is also feeling very well.

\* \* \*

December 17th was Conductor Vernon Ford's big day when told of the arrival of a bouncing baby girl. Both mother and little Mary Fay are doing well, and daddy is working every day at Division Five.

\* \* \*

The stork presented Mark Winston, of the Garage Department, with a cute pair of twin baby girls for Christmas. Mother and daughters are doing fine. A name for both of them has not been found. Special congratulations are extended Mark from his coworker N. E. Potts who is the father of two pairs of twins.

\* \* \*

The reason for that big smile on the face of R. Fulton, of Division Five Mechanical, was the arrival of Betty Lou, a bouncing baby daughter born on the 3rd of December. Congratulations "Red".

\* \* \*

Conductor Pete England of Division Four added a handsome eight pound boy to his little family on December 26th. Congratulations are extended the proud parents.

\* \* \*

Motorman C. Robertson of Division Four also proudly announces the birth of a handsome baby boy on December 13th. The little fellow tipped the scales at eight pounds and ten ounces. They have named him Kenneth Allen.



# WEDDINGS

Conductor C. L. Smithwick, of Division Two, and Miss Evelyn Stewart were married the day after Christmas, and are making their home at 1151 W. 38th Street. Congratulations.

\* \* \*

A profusion of congratulations and cigars, and one great, big smile, filled the waiting room as Motorman B. B. Parvin, of Division One, announced his marriage to Mrs. Mary Sisco of this city. The ceremony was performed at the groom's home, 1538 4th Avenue, on December 24th at 9:00 A. M.

\* \* \*

L. Harryman, Repairman at Division Three Mechanical, and Miss Grace Gwinn, of Missoula, Montana, were united in marriage on December 2, 1931. We all join in wishing them a long and happy married life.

\* \* \*

Conductor George Case, of Division Five, was very enthusiastic about getting off on Sunday, December 13th, and when it looked kind of close as to whether or not he was going to make it he fessed up that he was going to be married on the 12th, adding that he would sure like to be off that next day. So George was married on December 12, 1931, and was very happy when he learned that he didn't have to work the next day.

\* \* \*

On Christmas day, Conductor J. C. Lloyd, of Division Five, was married to Miss Gladys Burton, of this city, and took twelve days off for a honeymoon trip to the Grand Canyon.

\* \* \*

Conductor "Hank" McDonald, of Division Five, pulled a fast one when he laid off on December 12th and 13th. He did not say where he was going or what he was going to do, and we did not learn until two or three days later that he had been to Las Vegas, Nevada, and there had the nuptial knot tied.

## Appreciations

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

Family of Albert Rafferty

\* \* \*

We will always remember your kindness during our recent bereavement.

Gratefully yours,

Floyd M. Doherty and Family.

\* \* \*

Acknowledging with sincere thanks your flowers and kind expression of sympathy.

John Corsen

## For Rent

Four room half of double house and large garage. Electric refrigeration, tile bath, shower and sink. Hardwood floors. Newly decorated throughout. Adults only. \$35.00 per month. 5712 South Grammercy, or Motorman Chanslor at Division Five.

## LAFFS

Mr. Gaddis was playing golf alone. A strange boy kept following him around the course. At the seventh hole he became impatient and turned to the boy, saying, "Son, you'll never learn to play by watching me."

"I'm not watching you," the boy replied. "I'm going fishing as soon as you dig up a few more worms."

"You are asking for a raise, eh? Give me two reasons for it.

"Twins," the employe murmured weakly.

Jim: "Look, my hair is full of electricity."

Dick: "Why, of course, it's connected to a dry cell."

Fresh: I hear that old Skinner tried to cheat the undertaker.

Innocent: How did he do that?

Fresh: Just before he died he buried his face in his hands.

Doctor (to fair patient)—"You certainly have acute appendicitis."

Fair Patient—"Oh, Doctor, you flatter me."

Jack—What did the landlady do when she found that you had left the light burning for three days?

Spratt—She turned us both out.

Umbarger: "What shall I do to keep from falling in love?"

Mr. Porter: "Try pricing apartments."

McGinty: "I've a terrible corn on the bottom of my foot."

Pat: "That's a foine place to have it. Nobody can step on it but you."

"You remember when you cured my rheumatism a couple years ago, Doc?" asked the patient, "and you told me that I should avoid dampness?"

"Yes, that's right," replied the doctor approvingly.

"Well, I've come to ask you if I can take a bath."

Mrs. Ritz: "Nora, was the butcher boy impudent again when you telephoned your order?"

Nora: "Sure, but I fixed him this time. I sez: "Who the h—— do youse think yer talkin' to; this is Mrs. Ritz speakin'."

## New Commander

Conductor Walter S. Culver, of Division One, was elected Commander of the Canadian Legion Post No. 10, British Empire Service League, at the annual election held recently. Mr. Culver is also Commander of the Los Angeles Railway Veterans Club.



He is a native of Southborough, England. He came to Los Angeles in 1909 and started to work as a conductor at Division Two in September of that year.

In October, 1916 he resigned and left for England where he enlisted in the British Army and saw service in France with the 53rd Squadron of the Royal Flying Corps. He was wounded and during the last year of the war was attached to the staff of the Royal Air Force in London, at the Air Ministry.

After the war, Mr. Culver was appointed by the India Office as Superintendent of the Mesopotamia Military Railway with headquarters in Bagdad.

In February, 1921 he returned to platform service at Division Two. In September, 1923 he went to Division One where he is at this time.

Mr. Culver is the author of several books of prose and verse.

## Elected to High Honor

Upon Edwin C. Hickey, of the Transfer Bureau, a high honor was recently conferred when he was elected to the office of Worshipful Master of Euclid Lodge No. 519, F. & A. M.

Mr. Hickey was employed by this company as a conductor at Division One on November 5, 1901, later transferring to Division Two. On January 8, 1924, he was appointed Transfer Clerk and is still serving in that department, plainly evidenced by his photograph which appears in the Transfer Bureau group picture in another part of this issue of Two Bells.

His many friends and fellow Masons in the company extend Mr. Hickey their heartiest congratulations.

## Harry Travis Passes

News of the tragic passing of Harry Travis came as a shock to his many friends and business associates around the divisions. Harry was well known and well liked by all platform men. At one time he was a representative of an insurance company, and did considerable business among the men.

## Larys Hold Their Own

The Los Angeles Railway Bowlers have their weather eye on first place in the Broadway Bowling League. After completing the game of December 28th they are still in second place with Schmit Shoe Shop in the lead by one point.

### Results of last month's games:

	1st	2nd	3rd	Tot'l	Pts
Nov. 30—					
Schmit Shoe Shop	833	893	800	2526	3
L. A. Ry.	775	769	867	2411	1
Dec. 7—					
Ideal Cleaners	756	740	699	2195	0
L. A. Ry.	771	874	726	2377	4
Dec. 14—					
Harris Fords	725	856	804	2385	2
L. A. Ry.	835	810	790	2435	2
Dec. 21—					
Pratte Jewelers	740	747	747	2234	0
L. A. Ry.	770	836	826	2447	4
Dec. 28—					
Mecca Sweet Shop	798	791	751	2340	1
L. A. Ry.	800	788	778	2366	3

Iron man honors were divided this month between Ed Fleming and George Riggs. Ed picked up a split with the last ball in the last frame to take the Ideal Cleaners for a cleaning and George emerged with the high score of 212.

Monday is bowling night at Broadway and Manchester.

### Games scheduled:

- Jan. 11, Ideal Cleaners.
- Jan. 18, Harris Fords.
- Jan. 25, Pratte Jewelers.
- Feb. 1, Mecca Sweet Shop
- Feb. 8, Schmit Shoe Shop.

to put the correct construction on the B. O.

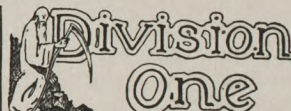
Being quite handy with the pruning knife, Operator J. C. Berrell spent all Sunday getting his rose bushes and shrubbery in shape. He was all finished except one more cut to make, when he missed his aim and cut his finger to the bone. He was game enough to have it dressed and appeared for duty the next morning.

The time has come at last when Motorman W. E. Flower is wearing a coat. He says that in case anyone has the impression that he did not have a coat he wants it understood that he has two perfectly good ones and both paid for.

The nights became too cold for Conductor J. M. Hunsaker, so he bid in a day run and left the Owl and Motorman C. N. McMullin in the cold. Conductor J. N. Merritt bid in the Owl and seems to like it pretty well.



Paul M. Stewart, son of Motorman A. B. Stewart of Division One, is a full-fledged taxidermist. He is shown here displaying some of his work.



H. N. COLE

We take this opportunity to express our most sincere thanks for the part each of you have played in contributing to the success of this column. Without your help, whether it be directly or indirectly, Ye Scribe would, indeed, be up against it. Here's wishing for each of you, the very best of everything during the New Year and lots of it.

A call for immediate relief came to the office from Motorman Nate Robinson several days ago. The cause was an unusual one, but one that rated severe attention. Nate had in some way torn his trousers. He beat it home for a change and came back to resume his duties.

Conductor S. J. Singer has been limping around for several days and when asked the cause replied, "A B. O. foot." We want to explain that in this particular case, B. O. means bad order, such as a sore bunion or a painful corn or—well just be sure

Supervisors N. L. Goddard and E. G. Gilmore have requested us to express, through this column, their most sincere appreciation to the boys of Division One, and especially those on the "R" Line, for their loyalty to the cause and their cooperation in every effort to maintain good service.

A letter from Conductor John Rippey informs us that on the advice of his doctor, he is spending a few weeks at Palm Springs. Rippey suffered from three attacks of pneumonia last year, which left his bronchial tubes in a weakened condition. He hopes to be back with us again soon.

The recent shake-up on the "J" Line was productive of a combination that is worthy of passing notice, namely, Motorman O'Bear and Conductor O'Neil. These two "O"s are working the same run.

Perhaps this is rushing the season a little, but Operator E. G. Biddlecomb is taking a ten day vacation.

At this writing, Operators W. A. Walsh and I. R. Tilton are on sick

report. Here's hoping their recovery will be rapid.

Conductor Harry Cormier is back on the "R" Line. He swung over to the "D" Line for a while but took advantage of the first opportunity and landed back home.

Very likely the season of the year or the unusual weather has its effect, but be that as it may the following are listed as sick: Conductors S. O. Osborne, A. F. Steiner, A. Lithgow, W. Sproule and R. P. LeDuc. Motormen C. L. Bond, C. Roberts, George Ker, J. A. Wingren and J. A. Johnson.

Motorman George Arnold, who has been ill for several months, is back on the works and is feeling fine, so he says.

Conductor O. N. Haggard, who has been spending some time in Arizona for his health, has returned and is looking well.

At the end of the line a little bulldog greeted us and we stroked his head and said "nice doggie," and forgot the incident, but not the little doggie. About a mile up the line a pair of pinkish eyes were discovered peering up through a small opening under the closed inside door. On investigating we found the little doggie comfortably riding the top step. We stopped the car and tried to induce him to run back home like a good little dog, but he clung all the closer to the step and looked at us with such appealing eyes, there was nothing left for us to do but lift him gently off and place him on the sidewalk, and we stroked his head and said "nice doggie" again and directed him which way to go back, and he went.

As Motorman L. Burnett was nearing the Division Monday morning to report for duty, a truck gave him a bump and knocked him about twenty feet. At the hospital it was found that he was considerably bruised, and received many abrasions about the body, but he was not seriously injured. He lost his cap and ruined a perfectly good suit of clothes, but he reported for work the next morning just the same.



## Division Two

H. F. NELSON

Conductor Ray Lightfoot figured in an auto accident two days before Christmas and came out of it with a broken collar bone and a very badly damaged car. He is around with his arm in a sling and is getting along fine.

Motorman F. Houschildt spent the

week end in the San Diego Mountains a few weeks ago and got snowed in. He managed to dig himself out and arrived back to work a day late.



Little Lorraine and Virginia Mills with their cat and doggie on the front lawn of their home. They are the daughters of Conductor W. B. Mills of Division Two.

If anyone sees Conductor I. W. Jones around the car house, roaming around as though lost, please see that he gets on T. R. No. 3, Line "O." The other morning he happened to get on the wrong car and was lost so his motorman had to call for another conductor to get out on the road where he belonged.

This one is a lot worse than Jones's escapade. Conductor F. T. Ginger strolled up to the window one real cold Saturday morning, complaining because he had to get out of a nice warm bed and go to work on a day that was so cold. When the clerk informed him it was Saturday and that his run had no time, he lost no time in getting home and back to bed.

Conductor E. Bailey is now recuperating at home, having been discharged from the hospital. He is getting along fine, although still pretty weak. Expects to be able to return to work shortly after the first of the year.

Conductor Jesse James Robertson was digging around in the water one day it rained to see if the electric switch had been thrown, while his motorman and supervisor had changed handles and were backing up when the switch threw over, cutting the end of Robertson's finger off. He will be back to work as soon as his finger heals.

Motorman E. T. Ellegood was called home two days before Christmas on account of his father being very low.

Conductor K. E. Sloan was released from the hospital two days before Christmas and is able to get around with the use of a cane. He says the hospital isn't a bad place to be, but he was very glad to be

able to be home with his family for the holidays.

Having a flat tire is trouble enough, but the other night when Motorman J. P. Kennealy pulled in and started for home about eight o'clock, he found that someone had jacked up the front end of his new Ford and stolen the two wheels. His remarks would not look good in this column so we'll leave them out.

All the boys who still have their bonus checks hold up your hands.

On the tenth of last month a passenger boarded the car of Conductor H. C. Cunningham out near Downey Road, where it is nice and dark, and when he reached for his fare he pulled out a gun instead. H. C. says it must have been a single barrel shotgun, for they don't make revolvers with such a large bore. He was relieved of all the spare cash he had, and some he couldn't spare, and was then told to keep on his way and not to stop. H. C. complied with his request with no argument at all.

Motorman G. Lawrence obtained a two weeks leave to visit his family in Oregon over the holidays. He drove up and expected to see plenty of weather before he got back to Los Angeles.

Anyone having a piano that they wish to sell real cheap will please get in touch with Conductor F. W. Greene.

We wish to thank Miss Helen Cuthbert for the pleasant half hour of music which she furnished the boys the day before Christmas.

Conductor M. Taylor is recuperating from a bad case of something or other and expects to be able to return to work shortly after the first of the year.



## Division Three

L. VOLNER

During the early part of December Motorman M. F. Graham and Conductor J. M. Scantlen returned from a trip to Oklahoma. They reported conditions not so hot in that country both in a business way and as to weather. They encountered about sixteen inches of snow near El Paso, Texas, and say no one knows how they appreciate sunny California.

While down town doing some shopping shortly before Christmas Switchman Charlie Merrill had the misfortune to have his pocket picked.

Gathering all the parts of his old Chevrolet together, Cash Receiver Kindell caught some one asleep and is now the possessor of a car of the same make but of a later vintage.

Sunday, December the sixth, nineteen hundred and thirty-one, is a date long to be remembered by Conductor Jarvis Phillips, for on that day the old faithful alarm clock failed to ring at four A. M. and some time later—no doubt but that he had been wakened by the rising sun—Jarvis called up the Division to break the sad news to the clerk on duty. But he was not to get off for the day for the clerk invited Mr. Phillips to come on down, thought he might be able to use him. In the recent Line "A" shake-up Mr. Phillips took a run with no Sunday time, so he and the old alarm clock can rest on that day.



William Pearson, ex-motorman of Division Three, better known to his many friends as Hiking Mike. Mike is among our oldest men, and it used to be that he seldom missed hiking to his cabin on the San Gabriel to spend each week end. It looks as if Mike had quit his hiking and taken up riding.

While on his way to the barn real early one morning, Motorman W. E. Cox was held up on Avenue Twenty-eight. The bandit relieved Mr. Cox of \$18.00 he had in his pocket, intending to pay taxes when he was off duty later in the day.

All the boys were wondering what was wrong with Conductor Harry Beals during the past month, but when it was learned his motorman, Tom Kingsbury, was on the sick list, the mystery was solved. Harry and Tom have worked together for some time, and when one is off duty the other looks rather lonesome.

Three pay days in December made all the boys feel happier. It also brought them to the realization of the fact that the little old street car job is about the biggest and best in this section.

Rearrangement of the menus at the Car Barn Cafe gives you more choice than ever before and at less cost. This popular place, under the management of Harry Tuttle, is con-

sidered one of the best of its kind in Los Angeles, and there is nothing that Mr. Tuttle won't do to improve service and give the boys full value at the lowest possible cost. In addition to the general cut in prices a \$5.00 meal ticket entitles you to \$5.60 in trade.

After several months illness, Mrs. Corsen, wife of Motorman John Corsen, passed away during the month of December. The boys extend their sympathy to Mr. Corsen.

The crews who helped transport the children to the Shriners' Christmas Party at the Shrine Auditorium on the night of December 22nd feel fully repaid for being kept up so late—as most of them were men who have early runs—when it was seen how the children enjoyed that party. This great number of children were handled by the Los Angeles Railway in perfect fashion, and the Shriners gave them a party that will never be forgotten.

Motorman F. C. "Kelly" Cimmino thinks he might have saved the rear steps of his car if his conductor, J. S. Meehan had held his hand out. A large milk truck was running along close to the car when one of its wheels came off and ran into the rear steps of the street car, completely demolishing same.

For some time Conductor W. R. Hobdy and wife had been living with their daughter on Avenue 32, causing Mr. Hobdy to have to ride an "E" car to and from work. Mr. Hobdy says that is too far out for him, so he has moved back to his old home on Romulo Street where he will be in walking distance of the barn, and, living so close, will not have to get up so early.

HAPPY NEW YEAR!



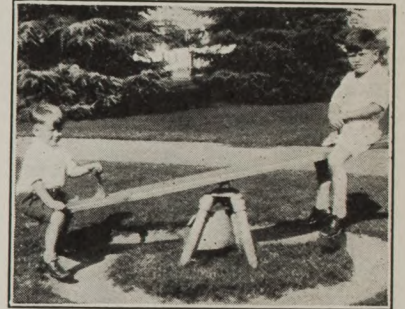
C. J. KNITTLE

Normalcy. I like that word. President Coolidge created it, the American press grabbed it up with profound gratitude and "normalcy" was officially inserted into the English vocabulary. With the holiday rush over and all runs operating on their scheduled time we are inclined to believe that business has returned to normalcy. We forget that the normalcy of any business is decided by the volume of patronage. Now that the schedules are much easier to make, it is our duty to put forth every effort to make friends for this service. Each trainman must realize he has a personal responsibility for bringing back a normal condition.

We'll just have to take off our

hats to old Uncle Louis Wall of the "I" Line. He worked three hundred and sixty-four and a half days last year.

Frank Hill, formerly a motorman here, dropped in one day recently. Frank is working at his father's ranch in Oceanside and promised, if we came down sometime, he'd give us an avocado.



The two husky little lads are Frankie and Carl Sutter, four and five years of age and mighty proud of their daddy, Motorman C. J. Sutter of Division Four.

Motorman P. E. Doll is getting to be quite a business man. On December 7th, Doll went into the restaurant across the way with forty-five cents, bought a thirty cent meal, spent the fifteen cents on a punch board and walked out with a five-pound box of chocolates.

Conductor Dan Hanley is not quite so shrewd. Dan stepped into the same hashery to get a pack of cigarettes from the vending machine, dropped a dime in the Old Gold slot, turned to say something to another trainman and without looking, dropped the nickel in the Lucky Strike slot. After working the plunger violently without results, Dan dropped another dime in the Old Gold slot but it just went down far enough that he could not get hold of it. Finally, rather than waste more money, Dan deposited fifteen cents in another Old Gold slot and got the cigarettes. It was too much money to lose though, so Dan waited and doped out just what he had done. Yes, all it needed was a dime in the Lucky Strike slot and two nickels in the other Old Gold slot and all the packs he started to buy came out. (Never mind figuring that. It was sixty cents, folks.)

A drunken gentleman boarded Motorman R. W. Harry's "P" car at 1st and Broadway, Christmas Eve, paid his fare and sat down. At Fifth Street he went up to the front end and got off, walked back and boarded again, paid his fare, sat down and then got off at Sixth Street.

DIVISION FOUR HAD NO MISS-OUTS FROM DECEMBER 11TH TO DECEMBER 21ST.

We'll have to admit though, that on December 10th our good friend, Motorman E. J. Carroll got so interested in the way some inspectors were folding up a fire hose in the trainmen's room that his Pico run flew by Sentous Street three minutes before he got there.

Conductor W. M. Vaughn's little son, "Billy" who was operated on at the Good Samaritan Hospital, December 12th, for adenoids and tonsils, has practically recovered.

Motorman Pat McGrory, who was seriously burned in his home August 19th when a can of cleaning fluid exploded, visited us for the first time December 15th. We were mighty glad to see Pat and glad to know that he was not disfigured. The most serious burn was over the fore part of his left arm.

Motorman G. D. Burke who has been on the sick list since last July also dropped in recently and we are glad to report he is looking very much better.

Night Clerk Frank Ervin went down with an attack of flu early in December but managed to get back on the 20th.



It takes a couple of lovable little fellows like these to make life really worth while in any home. Richard, four, and Ronald, two, are sons of Conductor C. V. Bonner, a Division Four man.

A woman so appreciated Conductor E. M. Parks' courtesy the other day, she left a cup cake on the fare box when leaving the car.

Two of our fastest, safe motormen, F. H. Jensen and R. J. Lee, motored together to Frisco, December 15th. But it didn't suit Jensen at all. He came back in an airplane.

A general choice of runs was held December 23rd. Lines "P" and "C" received new schedules. One run was added to "C" Line and Motorman Louis Wall was bumped off the "I" Line.

Conductor W. D. Grimes was granted a two weeks leave December 26th and drove to Phoenix, Ariz., to visit his parents.

Conductor A. C. Freeman, who was injured December 1st when an auto collided with his car at Temple and Glendale, returned to duty December 23rd.

A lady came into the trainmen's room December 23rd, walked up to the office window, asked for the Transfer Bureau and was told to go down the stairs. She, however, went down the wrong flight and landed in the locker room. "Are you looking for someone?" asked Conductor W. G. Brooks. "Yes," she answered, "I'm looking for the Transfer Bureau. I have some trunks I want moved."



## Division Five

FRED MASON

Well, here we are boys, with Christmas and New Years all over, and we can now settle down to work again. This year, by the way, is Leap Year, so watch out boys. Three of our young bachelors, Conductors "Hank" McDonald, George Case and J. C. Lloyd, beat the rap by hooking up last month, so they have nothing to worry about.

Motorman Louis Larson started in on Christmas day with ten days vacation, which he is spending in Forest Home with a bunch of old friends.

Another late vacationist is Motorman John Cowden, who will be gone for a month. John has gone to Seattle by boat and will not be back until January 22, 1932.

Motorman Harry Gorton will also be gone for a month and is on his way to Oshawa, Canada, to visit his mother.

On account of his brother's serious illness, Motorman Andy Sybert has been granted thirty days to visit him in Italy, Texas.

We were very much surprised and equally pleased to receive a visit from Conductor Orville Haynie on Christmas Eve. Orville, as you know, has been confined in the Olive View Sanitarium for some months past. He is looking fine and we are all pulling for his ultimate recovery.

Conductor Johnny Turvey did not show up for his run one recent rainy morning, and knowing that this is not a habit of Johnnie's we were loathe to believe that he had slept on. One of the boys who happened to come by Fourth Avenue on his way to work gave us the cheering news that he would soon be here,

that all that had happened was that he had not jumped far enough and was swimming home to change his clothes.



On the left we have little Anna Perkins, age one year, and on the right is her big brother, Jerry Eddy Perkins, age two years. These two little bouncing babies are what keep Motorman Perkins, of Division Five, busy and happy.

We are glad to see Motorman H. M. Guthrie back on the job after having been off for almost eight weeks. It appears that Mr. Guthrie was out on an auto trip and was returning from Death Valley when an auto ahead of him got stuck and in helping lift same out of a hole he lifted a little too heavy and strained a ligament in his arm.

Conductor Frank Clavin is also back on the job, hale and hearty, after eight weeks on the sick list. Frank was perched ten feet up a tree from which he was sawing a limb and didn't realize until too late that he was sitting on the wrong end of the limb. Glad to see you back Frank, but from now on do all your sawing on the ground.

We are glad to say that Conductor Frank McDonald, who was badly messed up when run into by an auto while on duty, is out of the hospital and getting along nicely.

The boys of the Division wish to extend their sympathy to Motorman Floyd M. Doherty whose wife died on the 16th of December.



## Shops

JACK BAILEY

J. L. Mendoza, of the Fender Department, scorns depression and comes out in the rain in a seven-passenger Buick.

Truckman Harry Thompson is sporting a new 1931 Ford.

One more new car to report and then we'll get down to the business of the day—Ed Bade, of the Truck Shop,

after a good cry and fond farewells to the old model T, is now driving a new model A Ford coupe.

J. Holdsworth, of the Curtain Department, is back with us again after being confined to the bedside of his wife who was seriously ill. She is reported improving and we are glad to see the smile on Doc's face again.

George Mortin, of the Curtain Department, spent the holidays up Bishop way visiting his daughter.

Ruben R. Lott, Janitor of the Machine Shop, has just completed twenty-five years of active service, and we proudly class him as one of our oldest employes—oldest in length of service. Maybe some of you boys remember that old horse and buggy that graced our parking lot some years ago. Congratulations Ruben and many more to come.

Some of us think we have hard luck. Listen to the story of our Machine Shop friend B. S. Rivers: Rivers had the good fortune to be asked to join his Scotch friends every Saturday on the roof of the Lyon Storage Building to witness all the big football games of the season. It was always his luck that all his friends were using their binoculars on such occasions and he had to watch the game through the expressions on his friends' faces. Thinking he would be prepared for the big game to come, between U. S. C. and Tulane, he acquired five dollars for a cheap pair of glasses, only to learn that the game was to be played in the Rose Bowl in Pasadena.

Sherman Kriewald, of the Machine Shop, spent the holidays up at his cabin at Little Rock, trying to locate those bees that flew the coop some years ago.

Bill Sweetingham, of the Machine Shop, spent the holidays at Palm Springs chopping wood to keep the family warm.

Ray Casteel, Electrical Repairs Department, take notice: "A local man has discovered a method of getting to work on time each morning. He has made arrangements with his daughter to call him when she comes in."

Herman Heuer, of the Winding Room, enjoyed a turkey dinner at Barstow while visiting friends and relatives over the holidays.

The names of men or products are lifted above the average through distinguished service or accomplishments, all of which sounds like a patent medicine ad, but really refers to L. Griffiths. This isn't gossip but a real business deal. You see Griffiths gathered together a sufficient number of the Shop boys to entitle them to a cut-rate fish dinner, and what a dinner! Those who attended the Griffiths splash were: A. Smith, F. Andrus, B. Frampton, R. Sloan, V. Lee, E. J. Miller, B. Bradfield, C. DeBaum, W. Wil-

son, H. Beebe, C. Hatch and R. Guignard. If any of you boys were left out on this trip, leave your name with Luther and get in on the next big feed. Give the wife a break.

Nat Duron, of the Fender Department, had the misfortune to lose his grandmother on the 9th of December, and the sympathy of us all goes out to him and his family.

John Larson will temporarily replace Painter L. D. Richardson who was granted a twenty-nine day leave of absence and has left for a hurried trip to Missouri on account of the serious illness of his wife's father.

J. B. Murphy, of the Paint Shop, who was temporarily employed during the rush period has left the service.

W. D. Smith, of the Mill, spent a "Scotch" Christmas.

Fred Rappe, of the Air Department, suffered a broken arm as a Christmas gift and will be laid up for some time.

J. Bickford, Truck Shop Clerk, answers on the sick list.

Came a recent week-end and some of our overly ambitious coworkers were seized with that urgent and imperative desire to go hunting. After much due consideration and heavy thinking all agreed on going to Corona and Riverside for the slaughter. Filled with that overworked spirit the hunting trip ended up in a card game with coffee-a-la-kick. Those who were kept awake all night by Ed Brimm's violent snores were: Art Gerrard, Cecil Gerrard, Sid Ormston and Caesar Canales and many others for miles around.

By this time we have all broken our New Year's resolutions and can settle down to work.



## Motor Coach Division

J. H. McCORNACK

Fred Ballenger believes in holidays. He received his final divorce decree on Thanksgiving and was married again on Christmas to Miss Irene Brisbane.

Mike Besenty got tough with his Ford, or the Ford got tough with Mike. Anyway Mike came out with a badly sprained wrist and lost eight days.

Everybody around the Division thought the ghost of '49 was abroad in the form of a covered wagon. Upon closer inspection it was found to be Supervisor Nowak with his raincoat on.

Geo. Goehler is glad to see "shake-up" time roll around. He's anxious to get away from Crown Hill. Since growing that cute little mustache he has had to have a club handy to keep the blondes away.

Now that football season is over A. C. Davis says he's going back to work.

G. H. Dodrer has been offered the opportunity of playing the part of "Axel" on the Blue Monday Jamboree.

O. Ovenchain spent Christmas in Fresno exchanging holiday greetings with relatives and friends.

"Pop" Campbell (our Scotch Cashier) was advised by the doctor that his wife needed salt air. The next morning Mrs. Campbell woke up to find "Pop" fanning her with a herring.

A. J. Reich and his wife made a trip to Kansas City to spend Christmas with their folks.



Miss Betty Pauschert, daughter of H. R. Pauschert of the Garage, is shown with the silver loving cup awarded her as first prize in the beauty contest held at the benefit dance at the Alexandria Hotel, Monday evening, November 30th. This

dance was given under the auspices of the Ladies' Auxiliary of the Disabled American Veterans of the World War, Post No. 10 of Sawtelle. Miss Pauschert was chosen from among a bevy of beautiful entrants. She is sixteen years old, a student at Manual Arts High School and a talented steel guitar player.

## GARAGE

G. Oliver, B. Walters and D. Ovard match tool checks to see who has to go after the gasoline. On rainy days George and Benny stick a pair of checks together. It is a shame to spoil the joke with this item but George and Benny think Dean ought to read up a bit.

A friend of Bud Taylor's was called away and he left his athletic training equipment with Bud who decided to become a "beeg strong fella". He did not think it necessary to bolt the springs of the arm exerciser to the floor so he held them down with his foot and gave a mighty pull. They slipped out and hit him between the eyes and he went out. His wife was able to revive him in about fifteen minutes.

We knew Dean Ovard wanted to put on weight but didn't know he would go to the extreme measure of loading himself with steel till an X-ray revealed a needle in his hand.

Percy Bozanko is still getting his Russian paper regularly.

Our hopeful bachelor, Steen Parker, keeps that schoolgirl complexion by eating carrots. He was presented with one so large it took him two days to

eat it. Some claim it was grown at Gravy Acres.

Ferris Maze and Lee Bignall entertained a couple of chorus girls at the Coconut Grove.

Strange as it may seem Doyle Rishel out-ran Dean Ovard. There were no bets.

Jimmie Jenson lost his watch and cried his grief to the high heavens only to find the bloody bloomin' watch hanging on the inside of his pants.

D. J. Sullivan took a half day off to comb his hair.

Tom Juris wins something at the drawing put on by his neighborhood store every Saturday night and has capped the season by drawing the Christmas turkey. Jimmie Deam thinks he will quit trading at that store.

H. Gilfillan has been on a hunting trip to Imperial Valley. He got tired shooting quail and rabbits in the forenoon so spent the afternoon kicking ducks out of his way.

O. Miller believes there is something in a name. A Dodge headed for him as he crossed the street and did he dodge? He had to. Jimmie Deam was the driver.

A. Jackson knows there is a Santa Claus. He won \$190 Christmas on a 25c Chinese lottery ticket.

Earl Peteway doesn't know what to do. He swallowed his teeth.

We are saddened with the news of the death of A. Young's little boy. A heavy cold settled on the little fellow's lungs.

Wm. Penn made a three day trip to Arizona to exchange Christmas greetings with friends and relatives.



H. K. CONACHER

#### DIVISION ONE

Walter King and Ralph Lathrop, who were confined to their homes for a few days, are again back on duty.

Geo. Atkins, Assistant Night Foreman, and T. Doolittle, Switchman, have been seen in a huddle in front of the Car House, on Central Ave., several times and we understand that football didn't enter into their conversation. Enough said, boys.

J. A. Simpson, Night Watchman, has been absent for a few nights and from information received, we are due for some cigars. How about it, Jim?

#### DIVISION TWO

H. S. Murray and J. L. Marsden, having successfully passed their citizenship examinations, will soon be full-fledged United States citizens. Congratulations boys.

Holiday greetings were received from our old friend and fellow work-

man, H. J. Tafel, who is now located in Louisville, Kentucky.

A. Edmunds and family spent the Sunday following Christmas visiting with his parents, who reside in San Diego.

#### DIVISION THREE

W. Wickwar and A. O'Brien who have been confined in the Naval Hospital at San Diego, have returned home. We all hope to see them back on the job soon.

S. Tucker, who has been confined to his home for several weeks, has reported back for duty.

T. Hubbard had the misfortune to break one of his toes last week and consequently will spend several weeks at home.

E. C. Muse and H. Wescombe spent last Saturday at Redondo Beach fishing. No luck and all out of alibis.

Chas. Artist, Painter, who has been off for several months, suffering with an affliction of the eyes, was visited last week by E. C. Muse, who found him in fairly good spirits, even though he is not improving very fast.

G. F. Treneer and A. Pabst spent Sunday the thirteenth quail hunting. No wonder they didn't have any luck.

Jack Sottile arose one cold morning last month and drove a hundred miles or more into the cold desert around Lancaster and bagged one lonely little rabbit. What a big bag for such an honest effort.

Stanley Murray's wife and daughter came up from Oceanside to spend Christmas day with him.

We are wondering what became of the water heaters which A. Duncan and T. Lambert were so intensely interested in a few months ago.

#### DIVISION FOUR

After many thousands of miles of service out of the old reliable Oakland, J. W. Melvin finally traded it in on a 1931 Studebaker sedan.

We take this opportunity to express to E. Newhard, our deepest sympathy on the passing away of his brother.

Cecil Gerrard has traded his Ford coupe in on a new Chevrolet sedan.

#### DIVISION FIVE

A number of the boys at Division Five who enjoyed themselves on Christmas day are: Wm. Lund, who broke an axle on his Chrysler; A. Meadows, who burnt out a bearing on his Chevrolet; Olin Dewberry, who got a traffic tag for not making a boulevard stop; and Tom Cosgrove, who spent the day at Fresno.

A. J. Hayward was painfully injured last month when his car turned over, after being forced off the road on the other side of the Santa Susana Pass.

We have noticed that the Kress store in Inglewood has changed hands, it is now Dewberry's. How about it, Ollie?



H. I. SCHAUBERT

Many old timers will note with regret the deaths of Otto and Joe Johansen, who passed away early in December. Joe surviving his brother by just a week.

Rain is undoubtedly welcomed by many, but it certainly ruins railroad tracks. Consequently the recent excess of moisture made it necessary to employ some additional men. Carle Hefington is in charge of the new gang. His place on the truck was taken by Clyde March, who in turn has been replaced by Frank South, Jr.

Jake Zuber dropped in to the Yard to wish everyone a Merry Christmas, and passed around some darn good cigars to prove that he really meant it.

Austin Fleetwood finally got the old Rickenbacker in such wonderful shape that he could no longer find anything to repair. Had to trade it off for another make of machine that he is unfamiliar with, so he would have something to worry about.

In a recent punch board contest the name Aunt Lillian proved to be a winner. Said winnings produced many happy moments spent with our inimicable friends, Tom and Jerry. Merry Christmas!

Harry Snow had to work a double shift during the latter part of December. Keeping right up to the minute with his work at the Yard, and acting as nurse for a lot of sick folks at home. A quick recovery of his patients is hoped for since Harry gets so excited and nervous when anything interferes with his regular routine of hard work at the Yard.

The other morning, Bill Swearingen turned a toy mouse loose at Bob Barrett's feet, and from the look in Bob's eye as he landed safely on the counter in the Yard office, he must have mistaken the toy for a pink elephant.

Can you imagine anything interesting enough to cause two quiet spoken, and well mannered men like Bill Morgan and George Lane to forget that an automobile must be steered to keep it on a highway? Believe it or not, they drove down the right of way at Glendale Junction while deeply engrossed in watching a person crossing the street, and it wasn't an old man either.

Herman Liebelt is quite some man. Almost single-handed he unloaded a recent shipment of ten thousand new ties. Of course he had some help, but the effort expended by him looking for Charlie Shelton and Dick Weston would have unloaded a lot of ties. He CERTAINLY unloaded when he found Dick and Charlie.