

TWO BELLS

THE NEW YEAR

ANOTHER milestone we have passed along life's road;
And, as we pause to take fresh hold and shift the load,
Let us not squander too much time in looking back
Upon our fading footprints or the feeble track
We might have left behind us on the sands of time:
The traveled road is but a passing pantomime.
The futura holds the fate of man; the past is dead!
Let's keep our eyes upon the path that lies ahead.
The way of life leads ever on to newer things;
And we shall find that each succeeding milestone brings
New rectitude, new hope, new courage and the will
To face our problems with a greater faith and skill.

—Selected.



"Watchman, What of the Night?"

AND the answer came back clear and firm, yet kind—

"The night is dark, I cannot see the dawn. These hours demand great faith, courage, increasing toil. The poor must be clothed and fed. A helping hand must be given to those in need—hope to those who despair. Kindness, sympathy, generous understanding must be in abundance.

"Each back must strain to the wheel, each heart must prove its loyalty to high and noble ideals. Each mind must seek and find unselfish purpose.

"Forces crying for destruction of those things you hold dear must be met and crushed. Your courage must not fail before the attack.

"Look, therefore, for the light, seek the truth. Gird yourself for the battle. Tighten your belt. Hold high your head. Work hard, falter not.

"These things do and the dawn will break. The hopes of your fathers will be realized and your America will go on in the New Year to achievements and a destiny of which you have not dreamed!"

—Together.

Happy New Year

AS TWO BELLS enters the second half of its thirteenth consecutive year of publication, we "take time out" to offer a New Year's word of appreciation for the splendid co-operation and very evident interest of officials and employes in this magazine.

The editing of a monthly paper is an interesting occupation in any event, but it is especially so in a large and loyal organization like the Los Angeles Railway.

We have a new year before us. Our New Year wish for each and all of our readers is that 1933 may bring to them new hope and greater accomplishment.

The way in which things are done is often more important than the things themselves.

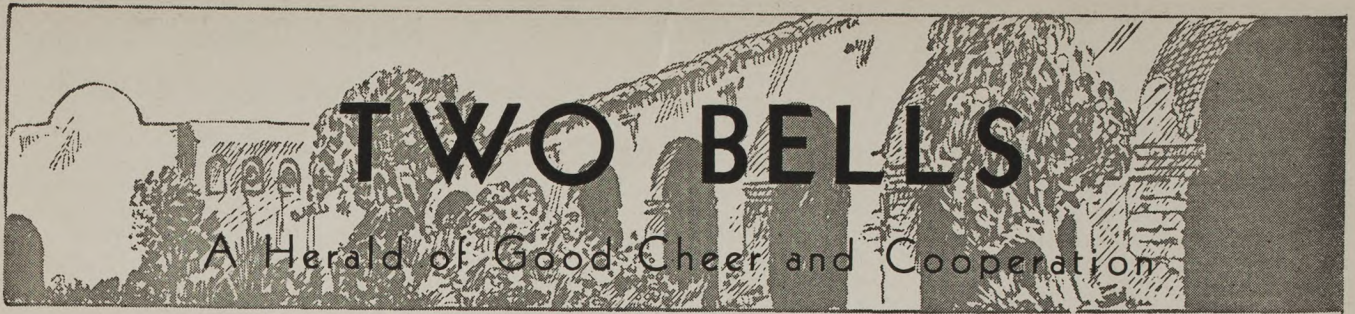
No man makes a good boss who has never learned to govern himself.

Violence in the voice is often only the death rattle of reason in the throat.

The man who knows it all wouldn't be objectionable if he'd keep it to himself.

As a rule, the bigger the talk the smaller the think.

Probably he who never made a mistake never made anything.



TWO BELLS

A Herald of Good Cheer and Cooperation

Published Monthly by and for Employees of the Los Angeles Railway

Volume Fourteen

January, Nineteen Thirty-three

Number One

JANET C. McNEILL

Publicity Manager and Editor

Loss of Revenue and Friends

By E. R. DYE *Operating Superintendent*

It has been necessary during the past year to call attention to the practice indulged in by trainmen, either carelessly or deliberately, of passing up passengers and failing to wait for transferring passengers at transfer points. The indulgence in this practice has resulted in the loss of more friends to our company than any other infraction of our rules. It has also resulted in considerable loss of revenue to our company. We have lost many of our patrons simply because they have not been accorded the treatment which our rules provide they should receive.

Only a few months ago it was necessary to issue a bulletin calling attention to this practice on the part of trainmen, and everyone concerned was advised that any trainman found guilty of indulging in this practice would not be retained in the service. During the past year we have suffered considerable loss of revenue, and it is inconceivable to think that any employe with the interest of the company and his own job at heart would do anything which would drive away even one of our patrons.

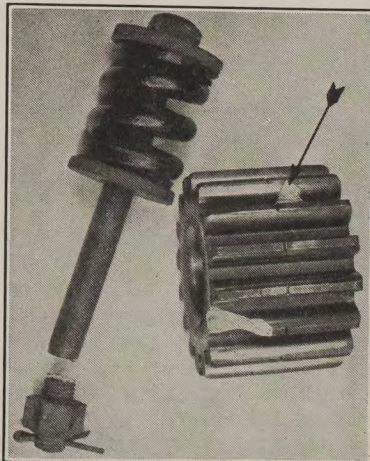
As was stated in Bulletin No. 240, issued August 24, 1932, severe disciplinary action will be taken in the case of any trainman known to have failed to be on the lookout and pick up transferring passengers at transfer points, both coach and rail, or who has been found to pass up passengers except in strict accordance with the rule covering this feature of the work. It is a decidedly unpleasant task, especially at this time, for a Division Superintendent to have to remove a man from the service, but in justice to our company such action must be taken in the case of any employe who has by any act of his driven away patronage or made for our com-

pany an enemy simply because he would rather do his work to suit himself than as outlined by the Management.

Let's all get together this year and see if we cannot, every moment of our working hours, give our company that loyal support which will be conducive to harmonious relations with our patrons, and which will unquestionably result in an increase in our revenue, and let us not indulge in any act which will make an enemy or drive away the patronage which our company so sorely needs.

Temple Street Work Finished

The reconstruction work that has been going on for the past several months on Temple Street on account of the change of grade from the Civic Center to Park View Street was completed December 31st.



Broken pinion tooth and broken motor suspension bolt.

Shifting Gears on a Street Car

By WM. T. BROWN

*General Foreman of Car Houses
(Eighth Article of Series)*

(This is a continuation of the December article by Mr. Brown—Editor.)

Having made our New Year's resolutions we will resume the subject of "Shifting Gears on a Street Car."

As previously stated, the person wishing to make a quick get-away usually develops a good rate of speed in second before shifting into high gear, for in so doing one can step on the gas a little harder after shifting and not only get quicker acceleration but also be easier on the equipment.

This same rule applies to "Correct Acceleration" of a street car. If sufficient speed is attained in series before advancing to parallel the controller can be advanced more quickly on parallel points without abusing the equipment or upsetting the passengers. In my opinion more damage is done to equipment in general by failing to do this than from any other one cause in notching up a controller, except it be by advancing the controller to the second parallel point without pausing on the first, which I am glad to say is not as prevalent as it was in former years.

Shifting gears smoothly is accomplished much more easily on some types of automobiles than on others, this applies also to the smooth acceleration of a street car which may vary according to the type of equipment, condition of same, and the number of motors per car. In either case, no fixed rule can be given, each requires a little study and then being governed accordingly.

Most trainmen are familiar with that pounding noise under the trap doors, and the sudden jar felt all over the car when the controller is

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"thrown around the loop," especially if there is one of those boys on the front end that can sure ramble and get you over the road.

To those not familiar with motor circuits the diagrams reproduced in this issue may be helpful.

Figure No. 1 shows two motors in series (or the first five points) each motor receiving half the line voltage or pressure.

Figure No. 2 shows one motor changed to full line voltage, the other cut out. This change takes place during what is commonly called "throwing around the loop," or from series to parallel positions.

Figure No. 3 shows both motors with full line voltage, or in parallel.

These various changes are made in order given during acceleration. It is in passing from Figure No. 1 to Figure No. 3 before the car has attained sufficient speed that this jarring or pounding takes place. A little study should make the reason quite clear.

Now what are the results of this constant pounding and hammer blows?

The illustration in last month's Two Bells shows one of them. The illustration on the preceding page shows others.

Looking over my mail today (December 24th) I find on the dispatcher's trouble sheet, Car "Car jerks." Checking up the inspector's report for the nature and cause of the trouble found, he reports, "Blows line breaker on grades, caused by feeding too fast." Not knowing the details of this, but from the type of equipment on this car I venture to say the trouble was caused by changing from series to parallel too quickly.

On the dispatcher's trouble sheet for December 22nd, I find, Car "Broken pinion gears," Foreman's report shows "Broken pinion tooth, armature shaft sprung."

A broken pinion tooth is shown in the illustration, the piece of broken tooth wedged in between other teeth as indicated by the arrow explains why the armature shaft is sprung, or wheels locked and flattened, or gear teeth damaged. Sometimes a whole tooth breaks out instead of only a part, as shown.

Motor suspension bolts are broken as seen in the illustration and not only are springs lost, but sometimes the bolt falls on the rail which possibly may derail the car or damage wheel flanges.

Motor bearings are also affected by these sudden jolts and their life shortened. In fact the whole car is given an undue strain which eventually increases maintenance.

The writer would not dare to state

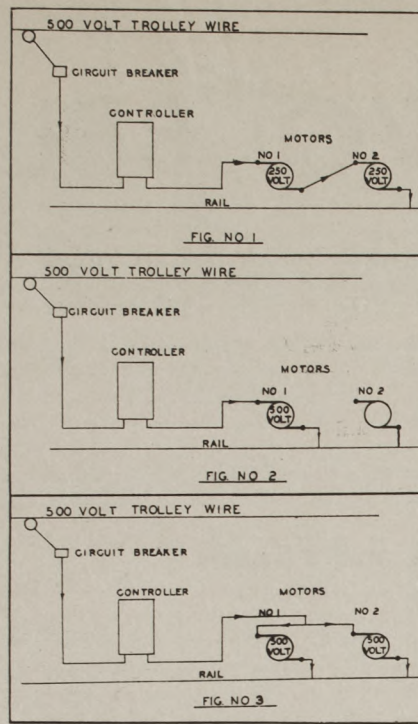


Diagram of motor circuit of two motor car with K-11 controller. (Note—500 volts assumed for illustration purposes only.)

that all the conditions named are caused by the jars and jolts of "Improper Acceleration" for there are other causes, such as crossings, special work, etc.; but even these can be made less harmful if run over at a moderate rate of speed.

We are entering another year, let us hope it will be better than the past one, to make it so each and every one of us must do our best. We are too apt to be looking for the big things when often times it is an accumulation of little things that makes the difference between being in the red or in the black.

In conclusion, let me wish you all a Happy and Prosperous New Year, and may we endeavor to make it a Happy Year for the company's patrons by giving them a smooth, comfortable ride, and a Prosperous Year for the company by reducing maintenance costs.

Working on Tenth Street

The Maintenance of Way Department began the New Year by starting the work of taking up and salvaging the track on Tenth Street from Main Street to Flower Street. The special work at Main and Tenth and the crossovers at Broadway and Grand Avenue will be salvaged. This will be about a thirty day job.

Motor Coach Operators Meet for Talk and Bonus

Several hundred Motor Coach operators met at the assembly room of the Motor Coach Division on December 14th, one meeting in the afternoon and one in the evening, to listen to a message given them by F. Van Vranken, Manager of the Motor Coach Division, and to receive their bonus checks.

Mr. Van Vranken spoke hopefully of the future and stressed the necessity of every man doing his duty conscientiously by giving the patrons of the company a safe and pleasant ride.

"This is the only way," he said, "to increase the revenues of the company and thereby guarantee your own pay checks."

Another important thing is to report on time; to come in shaved, with clothes brushed and shoes and puttees shined.

It is very difficult to please all patrons in the matter of ventilation in the coaches, but very necessary to keep the coach properly ventilated.

Mr. Van Vranken warned the operators not to allow anything to distract their attention from their driving for even a split second because in that length of time an accident is liable to happen. "When an accident does happen, get witnesses—the testimony of witnesses is very important ammunition for the company to go into court and fight a case with."

"One of the most prolific causes of accident claims against the company," he continued, "is passengers falling in the coaches. It is easier to fall in a coach than in a street car. These claims cost the company a great deal of money each year."

Mr. Van Vranken urged the men to drive carefully for the company; to make their schedules; to pick up all passengers waiting at intersections or terminal connections and to be especially careful at street car connections; to take care of the equipment and to be civil under all circumstances.

"I do not like to let a man out of the service," he said, "I would rather make a good operator out of him. So I am asking you men to start the New Year with a determination to hold your jobs and to give the best that's in you to your work."

After a few remarks by F. C. Patton, Assistant Manager Motor Coach Division, the bonus checks were distributed to the men.

Discounts and Monthly Payment Plan For Employes Auto Insurance

Mr. Jack G. Kuhrts has arranged to provide employes of the Los Angeles Railway the following liberal discounts on personal automobile insurance: 25% on Public Liability and Property Damage Insurance, and 15% on Collision Insurance.

If desired, payments of premium may be extended over a six month period at a small additional cost.

"In spite of reduced incomes in many lines," says Mr. Kuhrts, "drivers of automobiles should never neglect adequate insurance protection. You may never be the one at fault, it is usually the other fellow, but hospital bills, repairs, court costs, attorney's fees and judgments are extremely costly. We hope these discounts will make it possible for all Railway employes who own automobiles to drive them in comfort and security."

For complete protection you should

carry Fire and Theft Insurance, which protects you against damage or loss by fire, and theft of your entire automobile as well as your extra equipment. Public Liability Insurance to protect you against claims arising from damage you may cause to the property of others, and Collision Insurance to cover damage to your own car caused by upset or collision between it and any other object.

Information and application cards may be obtained from R. A. Pierson for Main Office employes, from the Division Superintendent for all Transportation Divisions, from the office at the South Park Shops for Mechanical Department, from Garage Office for Garage employes, from C. O. Morse for Bus Division men working out of the 16th Street Division and from the office at Santa Monica and Virgil for men working out of that Division.

Foremen's Program Covers Varied Subjects

Winding up the old year in a fitting manner, the monthly staff meeting at South Park Shops on December 10th had the liveliest program in the history of those interesting meetings.

H. E. Jordan, Superintendent of Equipment, presided as chairman of the day. Subjects varying from "Diesel engines" to "Christmas" were assigned to various members of the staff for four minute impromptu talks. There was also a debate between W. T. Reynolds on the affirmative and R. L. Guignard on the negative. This was probably a draw as there appears no decision of record.

Subjects and speakers were as follows:

"Cooperation" (from a different angle), W. C. Brown.

"Wood," J. M. Spearing.

Foreman's Instructing Job," H. K. Conacher.

"Tires," Doyle Rishel.

"Business," F. F. Robey.

"Responsibility and Work Job," H. A. Longway.

"Personal Benefits from Meetings," W. T. Brown.

"Hitch Hiking," F. O. Rowbottom.

"Advertising Our Product," W. I. Green.

"Right vs. Wrong," G. A. Waggoner.

"Reclaimed Oil," D. J. Sullivan.

"Hardwood Finish," L. T. Crump.

Opens Law Office

James M. McRoberts, until recently investigator with our Claim Department, has established offices for the practice of law, associating himself with the law firm of Hanna and Morton at 1126 Pacific Mutual Building.

Jimmie, as he is known among his many friends in the Railway, is the son of our former General Claim Agent, C. M. McRoberts, and was admitted to the practice of law while with the company.

Our best wishes go with him in his new venture.

"Inspection," C. H. Heywood.

"Hall-Scott Cylinder Heads," W. J. Dewhirst.

"Record Reference," F. T. Burchett.

"Flashlight Economy," G. F. Borngrebe.

"Air-Type B-One Man Car," J. M. Cook.

"Repair and Replacement," H. C. Smith.

"Equipment O. K. Failures," G. P. Macqualter.

"Diesel Engines," C. B. Lindsey.

"Light Weight Cars," J. T. Watts.

"Credit to Car Cleaners, Tool Tags, and C Inspection at South Park," J. W. Melvin.

"The Human Element," W. W. Aldrich.

"Personnel," J. E. Steenrod.

"Shooting Trouble With Gearless Motors," W. R. Cavett.

"Happy Christmas," J. L. Clarke.

"U. S. S. Threads," C. L. Hatch.

Ski Jumping His Hobby

We wish to introduce R. M. "Nip" Whitman, of the Motor Coach Division, along with the bona fide evidence of his ski jumping ability. "Nip" is a full-fledged member of the Viking Ski Club of this city and has been jumping since he was a small boy and is going to do a lot more. The Viking Club has put in a new slide at Big Bear and this season's ski activities will be divided between it and the tournament at Wrightwood Lodge.



"Nip" making one of his famous jumps.



R. M. Whitman with trophies.

The four small cups were won by "Nip" as first prize in the Grand Forks tournament of North Dakota; for third prize in his first senior jumping at the same place; for third prize in the International Tournament held at Winnipeg, Canada, among 84 contestants; for first prize in 1922 at the Winnipeg Winter Carnival of the junior class; and the big cup was won last year or just ten years later for second prize at the Winter Carnival of Wrightwood Lodge. Wrightwood Lodge will hold a tournament this year January 15th and the tournament for the state finals will be held on the Viking's new slide February 11th and 12th to decide a champion from over seventy jumpers. "Nip" is going to enter every competition and can be seen practicing every Sunday at one or the other of these slides all season.

Customer—Two pork chops, well done, please.

Waiter to Chef — Burn up two Jewish enemies.

Merit System Report For 1932

The Merit System report for the year 1932 shows a very gratifying decrease in the number of demerits assessed for violations of rules as compared with the report of 1931.

Below is given the classifications which were subject to decrease in number of demerits assessed during 1932 as compared with 1931:

Classification	1931	1932	Decrease
Ahead of Time	1005	413	592
Away from Position	234	141	93
Bells	599	394	205
Going Against Traffic Signals	871	717	154
Missing Out or Missing Relief	862	392	470
Passing up Passengers	394	332	62
Smoking	431	198	233
Unnecessary Conversation	656	441	215

It is deplorable that we have to record increases of demerits assessed for violation of any of the classifications as only a few new men came into the service during the past year. All trainmen should now be lined up in good shape and violations should show a minimum.

The following tables show increases of demerits assessed over 1931:

Classification	1931	1932	Increase
Calling for Bells Too Soon	92	102	10
Clerical Errors	449	1708	1259
Dangerous Operation	173	311	138
Not Calling Streets	449	624	175

R. R. Smith Passes

Robert Rathburn Smith, Supervisor of Service Equipment, passed away December 24, 1932, after a short illness of bronchial pneumonia.

Mr. Smith had been in continuous service of the Los Angeles Railway from March 10, 1904, until his death. He started at Division One on the extra list as motorman and his first run was on a line which operated from 51st Street and Hooper Avenue to downtown via 12th and Spring Streets, then out East 1st Street to the Mateo single track, to 9th Mateo.

His next job was switchman and during the four years of this work he studied every phase of the railway business with the determination to advance to a more responsible position. He became a Student Instructor in January, 1911, and in January, 1919, he was made Chief Instructor. In 1921 he was appointed Assistant Superintendent of Operation. He was given the very highly specialized work of Supervisor of Service Equipment in 1928 and held that title at his death.

"Dick" Smith, as he was affectionately known among his hundreds of friends in the company, was born in Galesburg, Iowa, and received the major portion of his education in Scribner, Nebraska. Adventure claimed him early and he was a pony express rider with Buffalo Bill's outfit, then he tried his hand as a steam railroad engineer. But life for him began in earnest when he joined the Los Angeles Railway and he settled down to hard work and study for advancement.



Dick Smith was beloved by the many men whom he had helped over the rough spots of life and was respected by all who contacted him.

His hobby was mechanics and he had a well-equipped home machine shop. He was also a very fine amateur photographer and many of his friends have beautiful examples of his handiwork. He loved the outdoors and went fishing and hunting whenever he had the time.

Mr. Smith was a member of Henry S. Orme Lodge, F. & A. M. of this city and of B. P. O. E. Lodge of Norfolk, Nebraska.

He is survived by his wife, Mrs. Mamie Alice Smith and son, Dr. Robert Bartlett Smith.

Veterans News

The Hard Times Dance of December 17th proved to be one of the best dances of the year according to all reports.

Judging from the costumes worn a lot of those present seemed to be just a couple of jumps away from the poorhouse. However, they seemed to be having the time of their lives. Numerous prizes were distributed to those holding tickets with the lucky numbers, and, in keeping with the hard times atmosphere, the prizes consisted of a couple of big turkeys, ham, bacon, eggs, coffee and many other articles of food.

Due to the election of officers to be held in the near future there has been no dance scheduled for January. The date of the meeting for members only will be out soon, so keep in touch with your Division Commander and don't fail to attend that next meeting.

The past year was a very successful one for the Club and it's up to you members to get to this business meeting and start 1933 off with a bang.

Happy New Year to you all.

—J. A. Madigan, Adjutant.

Christmas Carolers

On the morning of December 24th the Los Angeles Railway Carolers made an impromptu round of the building, singing the beautiful old Christmas Carols. The lovely music ringing through the corridors made a truly holiday atmosphere in the many offices. Thanks Carolers, and come again next Christmas.

Scouts

On Sunday, January 8th, Boy Scout Troop No. 45 made one of their famous hiking trips, this time up high into the snow of Mount Baldy.

The boys with their Scoutmaster and Committeemen started from Division One, as per usual, and drove to Camp Baldy, then hiked up through Icehouse Canyon. The boys reported lots of snow and a fine time.

Mrs. R. B. Clark

Mrs. Grayce Clark, wife of R. B. Clark, Investigator in the Claim Department, passed away on November 29th after being ill less than two weeks with flu. Mr. Clark has been with the company for several years and all his friends and fellow workers extend him their deepest sympathy in his great loss.

Sunrise Ritual Team Initiates New Post

The Ritual Team of Sunrise Post, American Legion, initiated the members and installed the officers of the new Olympic Post on Sunday afternoon, December 10th.

High state officials and other notables were present, and Mayor John C. Porter was loud in his praise of the work of the Sunrise Ritual Team.

After the ceremonies a big dinner was served and a fine program of entertainment was put on.

Olympic Post is one of the new posts formed by Supervisor Gilmore since his appointment as Chairman of the New Post Committee for the Seventeenth District of the American Legion.

Square and Compass

As the Club has not had a meeting since November, 1932, news is very scarce, but I will say that the check we sent to the kiddies at the Covina Home for Christmas was more than welcome.

On Saturday night, January 21, 1933, we will have a dinner, and after that the regular annual election of officers will be held.

It is hoped that we will have a record attendance as some very important matters will be discussed at this meeting.

Walter J. Born,
Recording Secretary.

Bowlers

Our Railway No. 1 team under the Captaincy of Doyle Rishel is still tied for third place with the Broadway Juniors. Both teams fell into a slump Monday night, the 19th, losing three points each. Captain Iron Man Oliver gathered all past honors for low individual score and his team rolled the lowest score of the season. Nevertheless this will bring down their averages and puts them in the position of do or die; so look out for a whirlwind finish. The League stands at present Goodyear 42, Pratte Jewelers 34, Railway No. 1 29, Broadway Juniors 29, Railway No. 2 28, Harris Fords 28, Sip-N-Bite 27, Jewel Tea 23.

The latest thing to be patented is a bullet-proof shirt that will stop a revolver shot at five paces. The final test, however, will come when it is sent to the laundry.

First Porter: Boy you sho' has got a big mouth.

Second Porter: Fool nigger, that ain't no key hole in the front of your face.

JANUARY, 1933

Lary Tokens



First row: Florence Breeze, captain. Second row, left to right: Ruth King, Lois Driskell, Kay Yavenditti. Standing, back row, left to right: Irma Watkins, Esther Ewing, Elsie Burch, Katherine Withers, Emma Blossil, manager.

Practice season for the Los Angeles Railway Tokens, the girls' basketball team, got under way recently.

At the first meeting Florence Breeze, one of the outstanding centers of the league, was elected captain, and Emma Blossil, last year's captain, was elected manager.

The Tokens finished high up in the race last season and with the same team returning with two new players, Ruth King and Esther Ewing, great

things are expected of the Tokens.

In the first game of the season the team turned back the strong Pacific Mutual team 13 to 12.

One thing that has been lacking in the past and that is needed this year to make a successful season is YOUR SUPPORT.

Watch Two Bells for the schedule of games and try to be present at every game.

Standing of Trainmen by Divisions

The Safety and Courtesy standing of motormen, conductors, safety operators and one man car operators of the various Divisions during the month of December, 1932, is as follows:

Division	Loss of Courtesy				Loss of Safety			
	Mot.	Cond.	S.O.	O.M.	Mot.	Cond.	S.O.	O.M.
One	0	1	0	---	27	1	4	---
Three	1	0	---	---	8	2	---	---
Four	0	2	---	0	26	0	---	4
Five	1	3	---	0	12	1	---	1
Totals	2	6	0	0	73	4	4	5

Note—S. O., Safety Operators; O. M., One Man Car Operators.

Stop Both Ends

By JOHN COLLINS

Supt. Meter-Mileage Department

During 1932 there was considerable improvement in correct operation up to June 12th when certain changes caused more or less confusion up until September. While these changes were under way most of the motormen failed to follow the instructions they had received in correct operation and a great deal of power was wasted.

However, there has been a very noticeable improvement the past three months. This could have been further improved by those men who are not taking full advantage of street conditions ahead of them, especially in the down town section where streets are congested and where half speed would serve them better than full speed.

Why feed to full speed once or twice, and half speed three or four times, to run a block when by feeding to half speed once you would accomplish your purpose better and more economically? Your starting and running operation has been greatly improved.

The most noticeable weakness in operation on the system is on the part of a few motormen on each line who do not make the one application stop but continue to work the air handle back and forth eight or nine times when one movement would have been sufficient. Instead of making a graduated release these same men hold too much air at low speed and lock the rear drive wheels, causing them to skid from six to eight feet before the car stops.

The general rule to follow in applying air is, take enough to overcome the speed at which you are running, or bring the air line up to the speed line, then let it follow speed line down to the stop, retaining enough air to keep the car from drifting.

When you have maximum speed you need the maximum amount of air to overcome the momentum. As soon as the momentum has been overcome the air has done two-thirds of its work. You then start a graduated release, keeping the air released just ahead of possible skid, and make a smooth, quick stop. The wheels are not likely to lock until your speed is under eight miles an hour. Some men seem to have the idea they are making a quick stop when they are only making a rough stop.

In two phases of your operation you are doing very good. These are feeding controller in starting, and

Cartoonist Gifford Illustrates Himself

Division One is quite proud of the artistic ability of Safety Operator No. 3007, otherwise known to his many friends as Guy Gifford. We asked him to send in a sketch of himself and here it is:

"Born very early in life. Been up and down so much since, I'm beginning to look like a thermometer.

"My dad left me the family at 18—was too young to join the Army and get in the big battle—but will get married one of these days and make up for it.

"Wrote 'The Blanket Stiff', a poem for Whiz Bang at 17. Wrote a lot of jokes they still spring; worked for Mac on the Los Angeles Record as a cartoonist; broke into the Fox Studios as a gag man until some smarter man invented the Vitaphone.

"Went into real estate; then graduated into the loan business; promoted an oil company and drilled a darn good water well.

"Got caught in the depression and here I am running a Birney and enjoying it.

"I am contributing cartoons to several magazines (contributing to magazines means mailing 100 and getting back 99 or 101).

"Carving soap figures while I shine

reading conditions while running. Now the thing to learn about correct operation is how to stop the car and the wheels at the same time.

This is the best Christmas present you could make your fellow-workmen in the Mechanical Department. They are doing their best to keep your car in first-class condition, so let your New Year resolution be to stop the car and the wheels at the same time and thereby stop making flat wheels.

Wedding Bells

On Christmas Eve Miss Ada Mary Hewitt, attendant in the offices of Drs. Allen and Smith in the Main Office Building, was united in marriage to William A. Jermy, artist, at a beautiful church ceremony which was attended by the families of the bride and groom only. After the service, following an old English custom, a wedding breakfast was served at the bride's home. The many friends of Miss Hewitt wish Mr. and Mrs. Jermy a long and happy wedded life.

Garage Mechanic: "What's the trouble, Madam?"

Mrs. Newdriver: "They say that I have a short circuit. Can you lengthen it for me, please?"



"Hey! drop in the fares!" "Fares?"
"Yeah, for yourself and them three dogs."

—going to school.

"Best of all I'm laughing because there's nothing that will pull a guy over the bumps like a sense of humor. Try it."

Thompson Commended for Saving Delays

Prompt action on the part of L. E. Thompson, extra conductor out of Division Three, who was acting as flagman at Eagle Rock Boulevard and Yosemite Drive, saved the Transportation Department about a two hour delay.

To accommodate the City in the installation of a storm drain, "grass-hoppers" were installed at this intersection and Thompson was assigned as a flagman to handle the operation of our cars.

One of the switch throws broke, leaving an idle switch point on the end of the crossover facing the operation of cars. Thompson removed the necessary parts from the opposite end of the crossover and replaced the broken parts in the other end, thus providing safe operation without any delay.

There was no telephone nearer than Avenue 45 and it was necessary for him to have a train crew report the trouble to the dispatcher.

Mr. Thompson was highly commended by B. H. Eaton, Engineer Way and Structures, for his prompt action and good judgment.

TWO BELLS

Honor Roll

After long years of loyal service, one of the best motormen that ever drove a car over the rails of the Los Angeles Railway, Walter Edward Hancock, is retiring from active service. He was placed on the Special Roll on December 1, 1932.



Walter E. Hancock

Mr. Hancock, for a number of

years and up to the time of his retirement, was ranking motorman in service on the company's system. He was first employed on November 9, 1891, as a gripman on the Los Angeles Cable Railway; this company's name was changed to Los Angeles Consolidated Electric Railway and then to Los Angeles Railway.

From 1904 to 1932, Hancock worked under Superintendent Dickey out of Division Two, always on the "H" Car Line where he was a great favorite with the passengers. "He was always good-natured and his work as a motorman was an example to younger motormen," said Superintendent Dickey; "he never packed a grouch but once and that was when the Schedule Department for some reason or other, tied an early A. M. "S" Line run onto his chosen "H" run. Then everybody around the Division thought someone had stepped on Hancock's corns."

When Division Two was closed July 31, 1932, Hancock went to Division One where he operated the Register Car. Superintendent Williams of Division One spoke in the same high terms of his work there.

* * *

James Ray Hardin, Information Man in the Transportation Department, was placed on the Special Roll on January 1, 1933. Mr. Hardin started his career with one of the predecessors of this company as a horse car driver on December 18, 1887; served as gripman with the Pacific Electric Cable Company in 1890; was made a motorman with the Los Angeles Consolidated Railway in 1893 and continued in that capacity when the Los Angeles Railway Corporation took over the other companies in 1895. On May 20, 1922, Mr. Hardin was appointed Information Man which position he held until placed on the Special Roll.

* * *

Jesse L. Gough, Supervisor in the

Transportation Department, was placed on the Special Roll effective January 1st. Mr. Gough was employed on November 1, 1890, by the Los Angeles and Vernon Railway as driver and conductor. In 1891 this company was taken over by the Los Angeles Consolidated Railway and Mr. Gough remained as a conductor, automatically becoming an employe of the Los Angeles Railway in 1895 when it absorbed the other company. He was made extra inspector on December 23, 1904; was appointed regular inspector on April 1, 1905, and was appointed Supervisor April 9, 1920, in which position he has served ever since.

* * *

Lewis Gustavis Dahlbrink, Flagman in the Transportation Department, was added to the Special Roll on January 1st. Mr. Dahlbrink started work for the Consolidated Railway Company on October 1, 1891, as a conductor at Division One and was taken over by the present company in 1895. He was appointed flagman on May 22, 1922, and has remained in that position to the present time.

* * *

Charles William Jordan, Information Man, Transportation Department, was placed on the Special Roll January 1st. Mr. Jordan was employed by this company as a motorman at Division One on May 8, 1896. He was appointed temporary Information Man on October 17, 1921, and was made regular Information Man on November 8, 1921, in which capacity he has served until his retirement.

* * *

James Edward Gorham, Flagman in the Transportation Department, was added to the Special Roll on January 1st. He was employed on May 8, 1896 as a conductor at Division One, and was appointed flagman August 1, 1930, which position he was filling at the time of being placed on the Special Roll.

* * *

William Robie Pierce, Supervisor in the Transportation Department, was placed on the Special Roll effective January 1st. On May 20, 1898, Mr. Pierce was employed as a conductor and was appointed Supervisor on November 1, 1910, a position he still held at time of retirement.

* * *

Harmon Gibbs Wilcox, Flagman in the Transportation Department, was added to the Special Roll on January 1st. Mr. Wilcox was employed as a motorman at Division One on January 1, 1901. He was appointed temporary flagman on July 1, 1926, and regular

Complaints Tumble

Complaints for December, 1932, took another tumble, falling 16 below the November total.

Discourtesy decreased 9; Miscellaneous 7; Passing Up Passengers 4; and Starting Too Soon 3. Fare and Passenger Trouble increased 4 and Dangerous Operation 3. Carrying Passengers Past Stop. Short Change and Service remain the same as for November.

Comparative figures for November and December are as follows:

Classification	Nov.	Dec.	Loss or Gain
Discourtesy	25	16	-9
Fare and transfer trouble	42	46	+4
Starting too soon	7	4	-3
Passing up passengers	5	1	-4
Carrying passengers past stop	2	2	0
Dangerous operation	0	3	+3
Short change	6	6	0
Service	9	9	0
Miscellaneous	27	20	-7
Totals	123	107	-16

Sends Thanks

Clarence J. Tupper, of the Electrical Construction Department, who was severely injured in a fall several months ago, sent in the following note of thanks from the California Hospital:

This is to express my sincere appreciation and thanks to the boys of the Los Angeles Railway who were so kind and thoughtful as to send or bring gifts and cards to me this Christmas.

Also to thank those who have visited me during the months I have been in the hospital.

—Clarence J. Tupper.



BIRTHS

Conductor A. R. Robertson, of Division Four, proudly announces the birth of a baby girl December 1st. She weighed seven pounds and ten ounces and has been named "Elaine."

flagman October 1, 1926, and has remained in this position ever since.

* * *

George Asbury Prichard, Flagman in the Transportation Department, was also added to the Special Roll on January 1st. Mr. Prichard was employed as a motorman at Division One on February 11, 1903. He was placed on the Special Roll June 30, 1923; was appointed flagman on March 16, 1931, and has remained in that position until the present time.

BOUQUETS

"A good deed is never lost; he who sows courtesy reaps friendship."—Basil

Owing to lack of space it is impossible to publish photographs of the men who received bouquets in this issue.

For (1) Conductor R. G. Monahan of Division Three from Grace Bruce for courtesy to her and for the manner in which he explained an overdue transfer to a passenger so pleasantly that he paid his fare without any argument.

Conductor Monahan is also complimented by S. M. Hancock for his courtesy to and interest in all his passengers, and for warning all passengers to watch out for passing machines when they alight.

Conductor Monahan also received a nice bouquet from Mrs. Sue Morrissey who says she has ridden our cars for twenty-three years and has never seen a more pleasant or courteous trainman on any line in the city. Mrs. Morrissey writes: "He is helpful to elderly people boarding or leaving his car, and always pleasant in answering the many inquiries."

For (2) Conductor R. Lightfoot of Division One from M. A. Cellar who says: "His courtesy and sense of duty is wonderful."

For (3) Conductor T. N. Willis of Division Three from Mrs. M. L. Turner who expressed appreciation for courteous and obliging service rendered her.

For (4) Conductor W. W. Schmidt of Division Four from Miss O. LaBine for his courtesy in paying her fare.

For (5) Motorman F. W. Lockett of Division One from Mrs. B. Ivy for his kind assistance in recovering a bag of groceries which she left on the "P" Car one night.

For (6) Conductor J. T. Little of Division Four from Larry Lewin who says: "He is cheerful, good-natured and friendly without being fresh and he makes a street car ride with him an unforgettable experience. He thanks you when you pay your fare; he asks you if you want a transfer; he calls streets in a loud, clear voice; he comments on transfer points, calling the initials of those cars he is approaching; he announces public buildings or important locations en route; he keeps his platform clear by varying his request to move forward in such a pleasant manner that people respond to him. He has personality plus."

For (7) Conductor O. J. Allen of Division Three from Louis Michel for alertness and watchfulness and for returning a memorandum book to passenger.

For (8) Conductor M. C. Aspinwall of Division Five from Ellen Ellis for kindly helping her to find a street and number.

For (9) Conductor J. M. Ward of Division Three from Rose E. Hughes for lending her enough to pay her car fare.

For (10) Conductor C. W. Hannon of Division Five from Miss Hanks for the specially courteous manner with which he gave her information and for assisting her on the car.

For (11) Motorman L. D. Gordon of Division Four from Miss E. S. Lee for quick action and alertness in bringing his car to a dead stop in time to avoid a serious, and possibly fatal, accident when a man cut in suddenly in front of the street car with his auto.

For (12) Conductor R. H. Manning of Division Five from Lucy Sherinyan for "rare kindness and courtesy" on a wet, disagreeable day, when he motioned transfer passengers to come along even though he had to stop the car on the opposite side of the crossing to make the connection.

For (13) Motorman G. L. Beckstrom, (14) Conductor G. V. Russell and (15) Conductor W. E. McKeon, all of Division One, and (16) Conductor F. Shuster, (17) Conductor F. W. Reynolds and (18) Conductor W. G. Brooks, all of Division Four, from Miss Ella M. Kennedy for special courtesies and assistance on and off the cars.

Conductor W. G. Brooks is also commended by A. L. Steidl for paying passenger's fare.

For (19) Conductor W. D. Grimes of Division Four from Jessie Graves for kindly lending her car fare when she boarded the car without her purse.

For (20) Conductor J. J. Moriarity of Division Four from Mrs. H. P. Davidson for courteous treatment received.

For (21) Conductor J. W. Kasbeer and (30) Motorman J. R. Trottier, (no picture), both of Division Three, from Mrs. M. L. Turner for extreme courtesy extended to her.

For (22) Conductor W. T. Russell of Division Three from Mrs. J. E. Patterson for unusual courtesy to her and to an elderly woman she takes to the doctor's office daily. She says: "His kindness and solicitude made what otherwise would have been a difficult undertaking, a pleasurable outing for both myself and my charge."

Conductor Russell is also commended by Mrs. F. A. Kling for kindly assisting her on and off the car with her two children, both very young.

For (23) Conductor D. MacTaggart of Division One from P. D. Alloson for efficiency at all times, but espe-

cially for spreading newspapers on the seats in the rear open section of the car, when it was raining, so passengers could be seated. High praise was also given to this conductor for considerably urging a lame man, who was hurrying for the car, to go slower as there was plenty of time, and then giving him his stool to sit on as the car was full.

For (24) Operator H. A. Featherstone of the Motor Coach Division from Miss Elizabeth Mahoney for "the excellent, happy service rendered to the public." She further says: "As a rule your employes are courteous, often kind and always obedient to your rules but this young man ranks head and shoulders above them all and deserves especial mention for his sunshiny service to all."

For (25) Operator C. L. Campbell of the Motor Coach Division from Anne Myers, manager of one of the big downtown office buildings. She writes: "This young man is always neat in his personal appearance, polite, courteous and patient with all his passengers and a very careful and dependable driver, making the necessary turns in his route without jerking his passengers from their feet or out of their seats. Most of the drivers on the Figueroa Bus Line are courteous and competent but this one is far above the average."

For (26) Conductor P. L. Van Zandt of Division Three from Mrs. M. L. Turner for special courtesy and willing service to her.

For (27) Conductor H. J. Gibson of Division Five from Ellen Ellis for his courtesy in giving her directions.

For (28) Conductor C. B. Crome of Division One from Ella M. Kennedy for kindly aiding her on and off his car.

For (29) Motorman A. E. Russell of Division Three from Theodore Carlson for his courtesy and friendliness to patrons whether he is on duty or not.

For (31) Conductor G. L. Musselwhite of Division Five from Miss Kurry for his patience and kindness, especially to elderly women.

For (32) Conductor J. H. Stanley of Division One from Laurie E. Shadinger for his courtesy and kindness in helping her when she was almost struck down by a reckless auto driver who swung from behind the car as she was trying to board it.

For (33) Motorman W. E. Chilcoat of Division Five from G. H. Corwin for courteously waiting for passengers to get off the bus behind his car daily enabling them to make good connections.

For (34) Motorman P. V. Matthews of Division Five from Mrs. Edith Sparks who says: "He was one of the most obliging, pleasant men I have ridden with in a long time. His

courtesy to an elderly woman especially was outstanding."

For (35) Motorman C. G. Percival of Division Three from Mrs. Emily Stevens for his kindly attention to an elderly man who was taken ill on his car.

For (36) Motorman F. P. Leach of Division Four from Don Bell who wrote: "He saw me running to catch his car a little after midnight; pulled across the intersection and waited for me, saving me a long wait in the cold."

For (37) Motorman T. O. Carmack of Division Five from Mrs. F. H. Collins for giving his stool to a dear little old lady and for seeing that she got off at the right street. Mrs. Collins said: "I sat there near him so I could tell you a dozen more kind deeds."

For (38) Conductor A. Vejar of Division Four from Mary Coleman who said: "Today I was looking out of the window when I noticed a yellow car stop and the conductor helped a little, old, blind lady across Third Street, which is a very busy street. It was raining very hard and the little lady didn't have an umbrella, only a cane to help her find her way."

For (39) Motorman C. J. Jackson of Division Four from Mrs. Rosalie Boysen for slowing up his car after passing the crossing when he saw Mrs. Boysen appear around the corner. She said it was a rainy day, so the courtesy was doubly appreciated.

For (40) Conductor W. H. Ritter of Division Five from Mrs. George E. Parker for his kind service and she adds: "He was so patient in giving me information, and courteous in assisting me with my young baby off the car."

For (41) Conductor E. L. Tree of Division One from Miss Hazel Rowe for his honesty and fine courtesy in getting off the car, picking up and returning to her a \$5.00 bill which she had dropped out of her purse unnoticed onto the pavement.

For (42) Motorman A. Abraham of Division Three from E. T. Farley who wrote: "Today as I was driving north on Spring Street I was very much impressed by an act of one of your motormen. An old couple, totally blind, were about to get off his car; seeing they were in difficulty, this motorman got down on the street and very graciously helped both of them off his car and in addition he took care to see that they both reached the sidewalk safely."

For (43) Motorman J. A. Wigren and **(44) Conductor L. M. Heft**, of Division One, from Cornelia A. Crowe for kindly holding their car for her when they saw her rushing to catch it.

For (45) Conductor H. S. Herbert of Division One from Mrs. Katherine M. Patterson for "the courteous manner in which he treated me this morning. He is certainly a gentleman in every sense of the word—courteous and kind, and I wish to express my appreciation."

For (46) Conductor D. R. Greenfield of Division One from U. S. Oles who says he has been almost a daily passenger for twenty years on our lines and praised the excellent service and uniform courtesy extended to him by the company and employes during all this time. Mr. Oles particularly wishes to commend Conductor Greenfield with whom he has ridden a good many times. He says: "He is always courteous, attentive and kind to all, at the same time giving strict attention to duty. Such employes reflect credit on the company they so faithfully service."

Conductor Greenfield is also commended by Miss Ethyle A. Miller for his courtesy in paying her car fare when she dashed to the street car without thinking of money after the automobile she was riding in broke down.

For (47) Conductor E. L. Bailey of Division Four from O. G. Cornell for politeness and for being helpful to women, especially elderly ones.

For (48) Motorman F. F. Long of Division One from C. E. Underwood for his alertness and attention to duty, and his ability to handle his car in an emergency, thereby avoiding a serious accident when a man drove past his car, whipped suddenly to the left onto the car tracks in front of the car, stopped and jumped out of the auto and boarded the street car. His companion took the wheel of the auto and drove away, but Motorman Lang stopped his car in time to avoid a collision.

For (49) Conductor E. E. Wood of Division One from T. W. Jones for courteous service rendered to him.

For (50) Conductor James Henry Smith and **(51) Motorman William B. Hester**, both of Division Five, from Bruce A. Findlay of the Los Angeles Chamber of Commerce who says: "I have ridden with them for quite a period of time. Their uniform courtesy and consideration of passengers under all conditions has impressed me as unusual and outstanding and I take the pleasure of calling this to your attention."

For (52) Motorman E. W. Elliott of Division Three from John J. Ardolf for always waiting when he sees Mr. Ardolf coming from another car to make a very close connection.

For (53) Conductor F. E. Schuler of Division One from Mrs. T. F. Drake for being kind and polite even when the car was crowded.

For (54) Conductor A. L. Layton of Division Four from William A. McDonell who says: "I have noticed time and time again how courteous and obliging he is. He certainly is trying to give service to his passengers at all times and he is particularly attentive to elderly women and men."

Conductor Layton is also commended by Miss Ella M. Kennedy for rendering her much appreciated aid in boarding and alighting.

Appreciations

We wish to express our sincere appreciation for the wonderful kindness displayed by the members of the Los Angeles Railway family and other friends, and for the beautiful floral tributes, at the time of our bereavement in the loss of our dear husband and father.

Mrs. Mamie A. Smith
Dr. Robert Bartlett Smith.

* * *

Our many lifelong friends have shown their sincere sympathy in our recent bereavement. We deeply appreciate their helpfulness and the kind thoughts expressed by the many beautiful floral tributes.

Austin Fleetwood and daughter
Mrs. Harold Petrie.

* * *

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

L. A. Johnson and children.

* * *

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

Mr. and Mrs. Richard Haynes.
Mr. and Mrs. Landon Haynes.

* * *

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

Mrs. Helen M. Grob.

Commendations

Commendations made a decided pick-up in December with an increase of 19 over the number received in November.

The number of men commended at each Division in December is as follows: Division One, 13; Division Three, 22; Division Four, 15; Division Five, 17.

Summary of Annual Witness Report

Division Four stepped back into first place in December, shoving Division Three back to second; Division Five and Division One followed in their usual order, in the monthly witness per accident averages.

Every Division made lower averages in December than for the preceding month.

Comparative averages for witnesses per accident for November and December are as follows:

November		December	
Division Three	5.96	Division Four	4.85
Division Four	5.48	Division Three	4.70
Division Five	4.72	Division Five	4.64
Division One	4.25	Division One	3.46

The total number of accidents increased considerably for the holiday month. In December, 1932, there were 1,125 accidents and in November 896. December, 1931, was charged with 1,218 accidents.

The total average witnesses per accident for all Divisions for December 1932, was 4.40 and for November it was 5.11.

During 1932 Division Four held first place nine out of the twelve months in the average number of witnesses per accident secured. Division Three took the lead in July, August and November, and at no time were they lower than second place. Once only during the twelve month period did Division One rise from the lowly cellar step when it was yielded to Division Five in October. Division Five evidently had no liking for the bottom step for it immediately climbed back one step higher. During the seven months it was operating Division Two held to fourth position.

The following are the average witness figures for the entire year of 1932:

	Div. One	Div. Two	Div. Three	Div. Four	Div. Five
January	4.19	4.57	5.98	6.81	5.33
February	4.12	4.93	5.87	6.27	5.01
March	4.11	4.24	6.29	6.70	5.68
April	4.12	4.59	6.50	7.19	5.23
May	3.67	4.80	5.93	6.34	4.82
June	3.47	4.07	6.31	6.87	4.91
July	3.94	4.55	6.18	5.12	4.77
August	4.33	---	5.98	5.58	5.29
September	4.35	---	6.80	5.96	4.58
October	4.27	---	5.62	6.15	3.95
November	4.25	---	5.96	5.48	4.72
December	3.46	---	4.70	4.85	4.64
Average for 1932	4.02	4.54	6.01	6.11	4.91
Average for 1931	4.40	4.86	6.10	6.75	5.40

vada and Knights of Pythias of Nevada.

* * *

Andrew Anderson, who has been on the Special Roll since March 1, 1930, passed away January 1st. He was born in Guttenberg, Sweden and was employed by this company as machinist helper on April 1, 1913. He was a member of the Fraternal Brotherhood of Los Angeles. Mr. Anderson is survived by two sons.



H. N. COLE

Conductor J. D. Sweeten has returned from a very successful hunting expedition in the mountains of New Mexico. He is an expert shot and an experienced big game hunter.



Conductor J. D. Sweeten of Division One, and in upper left corner, Jack D. Sweeten, Jr., who went with daddy. He is three and a half years old.

Another mighty hunter is Conductor R. W. Brigham. When the fishing season is over he immediately begins to make plans for indulging in his second favorite outdoor sport, so he took a week off and beat it for the open spaces where small game abounds. Several rabbits and some quail were bagged.

What a break some people get! For instance, Conductor and Extra Clerk D. B. Kohl left on December 23rd for Phoenix, Arizona, where he spent a week of genuine pleasure with his home folks. He reports that he consumed his share of Sunkist turkey and everything that goes with it, and it is suggested that perhaps the soothing influence of the Arizona moonshine was a contributing factor to his well-spent vacation.

According to report, Motorman J. W. Hile is still confined in a hospital in Santa Monica and is slowly improving.

An attack of flu kept Motorman L. Burnett confined to his home several

ville, Tennessee.

* * *

Dora Luther Wieland, who was placed on the Special Roll August 23, 1929, passed away on December 20th. Mr. Wieland was born in Fannersville, Ohio, and was employed as a conductor by this company on January 10, 1905. He is survived by a daughter.

* * *

Louis Grob, Car Cleaner of Division One Mechanical Department, passed away December 29, 1932. He was born in Virginia City, Nevada, and was employed as a machinist by this company on September 5, 1919; he was changed to sheet metal worker on June 16, 1931; changed again to carpenter January 1, 1932, and on September 16, 1932, was transferred to car cleaner at Division One days. Mr. Grob is survived by his wife. He was a member of the F. & A. M. of Ne-

Journeys' End

Julius Rayburn, who has been on the Special Roll since March 1, 1930, passed away December 18th. Mr. Rayburn was born in Wayne County, Iowa, and was employed by this company as a blacksmith in the Mechanical Department on December 3, 1906. He is survived by his wife and son.

* * *

John Andrew Neighbors, also on the Special Roll since March 1, 1930, died on December 19th. He was born in Wytheville, Virginia, and was employed by this company as a painter in the Mechanical Department March 21, 1913. He was a member of the Knights of Pythias. Mr. Neighbors is survived by two brothers in Knox-

weeks. He is back on his run now.

Conductor G. E. Robinson had a very severe attack of flu and was off for several weeks.

Conductor S. J. Singer and his two children, Junior and Peggy, were stricken with flu at the same time. All have recovered and are as good as new, now.

During the month several trainmen have been off on sick report. Among them were: Motormen E. M. Worsley, J. Roberts, J. L. Penney, and E. R. Rath. Conductor V. Impusine was confined to his home several weeks on account of illness, but is O. K. now.

At this writing Conductor W. Sproule is off duty on account of illness.

While Motorman H. Hanson was taking in the Stock Show, he reached for his wallet to make a purchase, and found that he had been touched to the amount of eight or ten dollars. Luckily he had his pass in another pocket, so he didn't have to walk home.

Riding a taxi is pretty expensive, but missing relief is more so. Motorman R. E. Burrow found he would be too late, so he hailed a taxi and just made it in time; in fact there wasn't time for the driver to make change for a half dollar and the driver came out fifteen cents ahead.

Motorman M. A. Kilgo is advising all the boys to the effect that it is useless to wind your alarm clock unless you push the lever over. He tested it out recently and it cost him three days on the rock pile.

* * *

Weddings

December 5, 1932, was a day long to be remembered by Motorman L. W. Kern of Division One. On that day he was married to Miss Phoebe Nangus. We extend our congratulations and thanks for the cigars.

* * *

For some unknown reason this interesting item became misplaced, but better late than never. On October 29th Motorman L. M. Braucht, of Division One, and Miss Mamie Watson, of Arkansas, were married, and we hope they will live happily ever after. Congratulations.

* * *

A splendid record was achieved by Motorman C. N. McMullin during the past year. He worked three hundred and sixty-six consecutive days, and then took three days off to celebrate. The fact that he became a married man during the time, entitles him to additional credit.

* * *

We had the pleasure of a visit from L. C. Morton, formerly Transfer Clerk at this Division, who retired several years ago. He is taking life easy a little way out in the country, raising a few chickens, a few rabbits and lots of vegetables.

Conductor W. H. Dyson, who had the misfortune to take a tumble into the pit and came out with three fractured ribs, has fully recovered and is back on the job.

Conductor A. G. Rex found a ten dollar bill on the floor and when he made inquiries at the office, found that it was the property of Conductor D. W. Tinsley as he had reported the loss of it. Rex delivered it to Tinsley's home that night

and everybody was happy, especially Tinsley.

Carl Hollar wishes his many friends at Division One to know of the passing of his wife, Mrs. Bell Hollar, who died December 5th. Mr. Hollar was formerly employed as a trainman, a money car operator and later as a dispatcher dating back to 1927. He is now in the Neon Sign business.



Division Three

L. VOLNER

Our Foreman, Mr. Reid, says he did not think that Clerk Harry Gilmore used any special brand of hair tonic, pomade, stacomb, or what have you, to make his hat so flavored as to make the pet mice which inhabit the clerks' clothes closet, single out Mr. Gilmore's hat for a special meal, but nevertheless the mice sure chewed on the hat, and now some traps are wanted, if any trainmen have any to spare.

It's sure tough luck to have just finished paying out an automobile, and, not having any insurance on same, to have the car stolen. That is what happened to Motorman Ray Gholson, and when the car was located, it had been in a wreck and was badly burned and battered up, until Mr. Gholson sold it for a few dollars to a junk dealer.

Conductor L. L. Sweet and family spent the holiday season visiting relatives in Utah. The trip was made by auto, and an old time Christmas was enjoyed in the abundance of snow encountered.

After being off duty for quite a spell with the flu, Conductor M. V. Howell returned in time to help with the Christmas rush.

Mr. J. Pewitt, the popular "5" Line conductor, was another trainman off duty for some time who managed to get back to work in time to get three days of the Christmas business.

During the past month Motorman H. T. Froschauer was called to Terre Haute, Indiana, on account of the serious illness of his mother.

Motorman Hendricks has traded his home on Avenue Thirty-four for one in South Pasadena, and now he may be seen driving to the Division each morning instead of riding the "5" car.

Conductor F. D. Caldwell is on an extended leave on account of his health.

Mrs. Carl Morris, wife of one of our popular conductors, was called to her home in Texas on account of the serious illness of her father. She was accompanied by her daughter and sister-in-law.

Conductor Morris reports that they made the trip of 1500 miles in three days. The last leg of the journey was made in a regular he-man snow storm.

Conductor J. H. Demaree has secured a leave of thirty days, which he will spend with relations in Colorado.

Foreman Reid and Switchman Walker are trying out all the golf courses with-

in a radius of fifty miles. A few weeks ago they played on a course at Altadena, which they report was exceedingly hilly, and one of them succeeded in putting the ball into a neighboring yard, which naturally became a lost ball because they were too timid to go in and try to find same.

Motorman M. L. Hersom spent Christmas with his daughter at Hines, California.

The boys were wondering why Motorman E. L. Burke looked so closely at each woman who had a fur around her neck, until his Conductor, E. E. Melick put them next: A woman on his line was standing at a regular stopping place with what appeared to Mr. Burke an unusually large fur around her neck, when he stopped the car and the lady boarded, they discovered the neck piece was a dog. A dog about the size of the large one at Mr. Covington's service station. After about eight minutes delay, during which time Messrs. Burke and Melick were doing some pretty talking trying to get the woman to find some other means of transportation for Fido, she consented to alight.

What would have been a perfect Christmas at the home of Motorman J. Naggie was marred by the death of their Missouri bloodhound. The dog died a short time before Christmas and they were planning the nice things Santa Claus was to bring her, such as a collar, coat, etc. But Mr. Naggie will know better next time,—that these Missouri dogs thrive better if they are allowed more freedom and not kept so closely confined.

Our assembly room has received a fresh coat of paint, which has not only brightened up its appearance, but has made the room much lighter. With a section of lockers which were in the center of the room removed, we now have a very nice and roomy waiting room.

Motorman Jack Critchett and Conductor L. E. Thompson are back on the platform after several weeks flagging at Eagle Rock Boulevard and Yosemite, on account of the very extensive work being done at that intersection.



Division Four

C. J. KNITTLE

For the past fifteen minutes I've been searching for a good subject to lead off with. Somehow, it seems, my stock of inspirations is exhausted.

The monologist in vaudeville, the comedian whose entire act consists of standing out there on one side of the stage and reciting his monologue on political affairs can be pretty certain of a big hand when he finishes. The actor, however, has more than one thing on a Division Scribe.

The actor can lead off with a song or a dance or a few jokes. A scribe has to stick to the news. It is bad form to stick jokes in the news columns. No

scribe can predict how they will be received.

A certain English conductor gets three kicks out of every joke,—first, when its told to him; second, when it's explained to him, and third, when he understands it. Another trainman, a Frenchman, gets only the first two,—he never sees the point. A certain motorman of German extraction gets just one,—he won't wait for an explanation. And the American gets none at all. He's heard the joke before.

And now,—the news.

* * *

Married

It is a pleasure to congratulate Conductor H. L. DeuPree who was married recently to Miss Genevieve Bonas of this city. A brief honeymoon was spent at Catalina.

* * *

A general choice of runs was held December 6th and the new schedules took effect December 11th. The difficult task of breaking in men for "one-man" service on the "2" and "O" Lines when those lines were still being served with "two-man" cars was tactfully accomplished and much credit is due the instructors and the trainmen who made the grade.

Motorman George Pritchett is still chuckling over an incident that occurred at his home one day recently. George discovered on arriving home that the water in the gold fish bowl had turned to a light brown. So he hastened to inform his wife. "Oh, that's alright," replied the Mrs., "they didn't seem to be feeling well so I gave them a dose of cascara."

Operators H. W. Gilbert, J. B. Thompson and S. R. Harrington have each experienced the thrill of looking into the business end of bandits' revolvers during the past month. Harrington, who held a night run took the incident very seriously, laid off the following day and on the second day bid in a day run.

We observe Conductor H. D. Bradrick is now wearing spats. Ahem!

Conductor F. A. Burke was granted sixty days leave December 16th to drive to Buffalo, New York, where his parents reside.

Conductor A. L. Endsley was granted ninety days leave December 16th to accompany Mrs. Endsley to Henderson, Texas, where they will visit her parents.

Motorman B. F. Higgins was given thirty days leave December 22nd when he received word from Kansas City that his father was not expected to live.

Motorman B. T. Glennin was granted ten days leave December 23rd to visit a sick niece in New Mexico.

Conductor A. B. Dial spent eight days starting December 26th visiting relatives in Fresno.

Of all the noteworthy events which were recorded in this column during the past year there's one which entirely escaped our attention. In fairness to all ye readers we are asking Motorman "Lucky" Ostrander to describe his most embarrassing moment and tell us how to get out of an out-house when you're locked in from the outside.

At the time of this writing we note Conductor T. J. Kelley is advertising his seniority at Division Five for a trade.

Conductor L. J. Polansky left for

Ruby, Arizona, December 26th on receipt of news of his father's death. He was granted ten days leave.



FRED MASON

Well, Christmas is all done and gone and we can now all settle down to the New Year. Everybody had a Merry Christmas and here's hoping the New Year will be a very happy one.

To say that Superintendent T. Y. Dickey was pleased with the beautiful watch presented to him by the boys, would be putting it mildly. Boys, he was tickled pink.

The office force were recipients of lots of smokes and were all delighted with the gift from Conductor F. B. Slaughter. As you all know he tied the nuptial knot a few weeks ago, so he did the best he could. He threw a package of Duke's Mixture in the window and said: "Smoke up on me."

We were very glad to receive a visit from "Dad" Fisher the day before Christmas. "Dad" is looking fine and says he's feeling fine. He's a regular visitor at the dog races and when it comes to picking 'em, he's right there. He was unable to stay very long but left his best regards to all the boys.

Conductor Roy Platner says: "The next time I send my uniform to be cleaned I'm going to clean the pockets out myself." He told his wife to do it for him the last time and she did. She evidently believes in leaving nothing around and immediately burned all the stuff up, so Roy had to buy a nice, new book of Coach tickets.

After being off for six months after being run into by a hit and run motorcycle, we are glad to see Motorman Jack Nusko back on the job again and we know that he's even gladder to be able to be back.

Motorman J. C. Laird and family stepped out right after Christmas to visit friends and relatives in Tempe, Arizona. They will be back on January 4th.

On account of his mother's illness, Motorman H. M. Pankey will be off for twenty-one days to visit her in Fort Worth, Texas.

Motorman H. F. Snow was called away suddenly on December 26th, his father-in-law having been very badly gored by a bull on his ranch at Prosser, Washington.

Motorman Tex Bourland may be the champion at checkers, but it has been noticed that in the pinochle marathons, he doesn't seem to stay long. Tex starts the pinochle games and after the first game he comes up to the window and says: "Give me the checker board."

Conductor F. T. Ginger and Switchman Ed Forsythe had a dandy hunting party all fixed to go hunting wild boar on Santa Cruz Island, and, according to



(First picture on left): Our "Camera Man," Conductor T. G. Cumberland, was looking for something to shoot when he met these little ladies, the children of Conductor C. Voss of Division Three.

(Second picture): Here we have Grandpa Jack Limes, Motorman of Division Five, with his two little granddaughters. The little tot perched on his knee is Barbara Mae Limes who arrived on Christmas day, three years ago. On his other side is Beverly May Gordon, who has just passed the seven year mark. Grandpa, by the way, is only forty-four and said "The girls are native daughters but I'm from Missouri. Try and beat 'em."

(Third picture): Teddy and Jackie Moore. Locally speaking, Division Four has a record-breaking daddy by the name of H. R. Elsmore, a motorman. Elsmore is the papa of nine children and here, folks, we present for your approval and (we venture to say) admiration, these two handsome little grandchildren of Motorman Elsmore, Teddy and Jackie Moore. Their ages? Five and three.

(Picture on right): Clyde West, 2 years old; Clara West, 4 years old. Grandchildren of Conductor C. K. Herbert of Division One.

both of them, they had them all shot before they started. They started out O. K. but finished up at Hodges Lake and made a duck hunting party out of it. They arrived back with one mud-hen between the two of them.

Conductor Myron Taylor is still smoking Notre Dame cigarettes and Instructor Oscar Elrod is on his last carton. Of course we haven't the foggiest idea who paid for them.

Conductor J. L. Decker arrived back from his five weeks vacation during which time he cavorted around Hancock, Missouri. Said he had a wonderful time and was glad to get back. When O. K.'ing for work on December 17th he put his name in the "be off Christmas and New Years," but he worked both.

The boys of Division Five join in expressing their deepest sympathy to Conductor R. C. Hoyle upon the death of his mother who passed away on December 22, 1932.

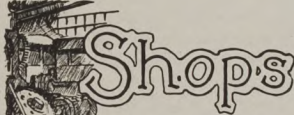
Motorman J. T. Hall has resigned on account of ill health.

Conductor G. D. White resigned December 23, 1932, and is now a member of the Los Angeles Police Department and we all wish him the best of luck.

* * *

Married

The boys of Division Five, and his many friends through the organization, offer their congratulations to Conductor F. B. Slaughter, who was married to Miss Naomi Davis on December 18, 1932.



JACK BAILEY

Monday noon, December 19, 1932, in the Division Two Instruction Room the "Token" Soccer Club was born. The meeting of our Shop boys consisted of enthusiastic beginners and ex-professional old country players.

W. T. Reynolds was elected Club Manager and A. Arnold was elected Captain. Manager and Captain were authorized to select three others (no regular team players) to constitute a training and selection staff, whose purpose will be to train players and to select teams.

Professionals and ex-professionals such as A. Arnold, W. B. Wilson and T. Frew are bound to show us the most genuine tricks and how to act in the field of play.

In the first practice turnout held at Harvard Playground it was interesting to watch grandpa with his good dignity at play with his young grandsons wild and uncontrollable. They were: W. T. Reynolds, A. Arnold, W. B. Wilson, B. E. Timbs, R. Frampton, G. Lambert, B. Bradfield, H. Beebe, R. Perillard, J. Bailey, R. Guignard, B. Calderwood, C. DeBaum, C. F. Laffin, V. Lee, T. Frew, C. Dennell, R. Shollin and E. L. Scholes.

Much praise must be given to W. T. Reynolds and B. Bradfield as originators of the club and under the training of professionals such as A. Arnold

and W. B. Wilson we are assured of a real grand success as a soccer club. Club members at present are being selected from Shop employees only, but have agreed to accept outstanding players that are eligible and are favored on a majority vote of club members. Our aim is to create fun, fellowship and clean sport. Pass the word along and watch our progress.

William B. Wilson of the Upholstering Department, thinks that the meanest man in the world is Tom Frew who bribed the golf greenkeeper to move the hole just as Bill made a beautiful approach at the flag. The greenkeeper catching the Scotch dialect consoled himself with the idea that there would be no money lost at the outcome of the game.

If any of the boys are thinking of disposing of their last year's calendars do not throw them away as W. Aldrich is collecting them. Ben Bradfield is at the head of his collecting committee. Reasons unknown.

Christmas exchanges: Machinist Joe Ellis gave Truck Shop Clerk Jack Bickford a can of tomato soup. Machinist S. Kreiwald gave his co-worker H. Nutter a toy machine shop. Harry Longway, Truck Shop Foreman, received a rubber teething ring from persons unknown.

Electrician C. Canales was patting himself on the back for securing a student ticket for the U. S. C.-Notre Dame game, but has been kicking himself ever since. He found to his surprise that he was in the U. S. C. rooting section and was to take part in the card stunts which required a fifty cent skull cap and a white shirt. Having wagered his money on the Irish team he had to yell for the Trojans while deep down in his heart he was a hypocrite.

Anyone wishing to join a good singing class report any noon hour at the Winding Room. Instigators are B. Frampton, L. Griffiths, R. Sloan, T. Rocha, J. Schnell, F. Andrus and F. Carrillo.

Scotchman E. Kinion of the Truck Shop wants to trade his old Chevrolet for a new Ford V-8 even.

Bill Thun of the Truck Shop has a new racket to raise his Christmas funds. He bought a supply of thirty-nine cent gloves and sold them to the Shop boys for fifty cents.

New Year's Resolutions: B. S. Rivers resolves never to ride in a rumble seat, Truckman J. Mathis will raise more and better dogs, cats and chickens, and Truckman C. Campbell will never brag about his radio.

If Carpenter Ray Shollin cares to keep anything in his car he should not park it anywhere around Carpenter Ben Pecoy's home, though his girl does live in that neighborhood.

Carpenter M. Langlois is sporting a 1930 Graham Paige sedan, the cold weather did not agree with the old Dodge roadster.

Painter W. D. Taylor and family, who requested his vacation the last of December, are enjoying the slush, snow and red clay of the Oklahoma prairies. Namely Oklahoma City and Shawnee.

The funeral of J. A. Neighbors, Special Roll employe, formerly employed as Painter, was held at W. A. Brown Fun-

eral Parlors December 21st, interment at Inglewood Cemetery. The boys wish to express their sympathy to the bereaved family.

The passing of Julius Rayburn, old-timer of the Blacksmith Shop, was greatly felt at the Shops. The funeral was held December 21st, at the Mother of Sorrows Church.

We wish to express our sympathy to L. A. Johnson, Head Millman, upon the passing of his wife, Mrs. Josephine E. Johnson. The funeral services were held at the Armstrong Funeral Home, December 7th. Interment at Inglewood Cemetery.



J. H. McCORNACK

B. Hartsell, J. C. Brewer, "Smoky" France, Mike Besenty and Al Brehm are the mighty hunters who strode out boldly in quest of jack-rabbits at Lancaster. The boys got ten jacks and Al got a cold.

Joe Jinks has taken two weeks off to do his Christmas shopping.

A. L. Irwin has been granted a thirty day leave of absence to go to Texas to see about his farm and spend the holidays with his folks.

Dr. Gregory cures all the colds at the Division. Just take half a glass of orange juice and a teaspoonful of soda and presto! the cold is gone.

L. N. Kelley has taken a month off to spend the holidays with his folks in Colorado.

L. P. Blood has gone back to Kansas City on a thirty day leave to see about some property and wish a merry Christmas to his relatives there.

George Filer says some days San Pedro Street looks exactly like San Julian.

F. E. Sherwood is still working on his Nash. He almost has enough parts left over to make another car.

Yes Sir! Pinkey Hiersemann has a new girl.

R. C. King wants to know which six day run he can pick so he can work seven days.

GARAGE

Quite a few of the boys have had to take time off on account of sickness this past month. Among them was Foreman R. W. Anderson who had a case of the real mumps. Mrs. Dorothy Rankin, of the office, has been ill with the flu. Bill Baker was touched by the flu and the Notre Dame game and Joe Gentry is recovering from blood poisoning.

The All Stars Soft Ball Club haven't been winning very many of their games but have all the other clubs beaten in the wearing of bright colored sweat shirts. They are a very bright orange which allows Captain Simmons to find his men in the dark.

If Frank Ralphs ever quits the Garage he will probably go into the clothing business. His sweat shirt sale has been such a howling success that his family

tree has been investigated and it is found out that Ralphs is only his middle name. His last name is Ginsberg.

It hasn't been determined whether R. Taylor is a baseball player or a jockey. He at least follows the advice of our posters in dress.

Walt Powell has purchased a miniature electric train. It is thought that he is installing a transportation line from Magnolia Park to Los Angeles.

Night Watchman Albright has turned in so many alarms that whenever the police have a dull moment they just drive over and call upon him.

Tom Juris gets so hot cranking his Ford these mornings that he has to ride all the way from Gravey Acres in his shirt sleeves to get cooled off.

Buck Jones is now learning about women from a college girl. He is very fond of those sorority dances.

George Riggs just had to have his hours changed. The little girl at the drug store was crying her eyes out.

Ray Sudano doesn't want his teeth any more. He is giving them all to the dentist.

P. Wood, M.D. (this doesn't stand for mule driver) is reported to be spending his afternoons at the Italian Village dining and dancing. No cover charge.

Mrs. Dema Anderson was the proud recipient of a 20 pound turkey from her folks in Texas for her Christmas dinner.

"Home-run" Davis says his boots weigh about four pounds each. Statistician J. J. McDonald has it figured out that in a day's walking he lifts approximately 196 tons.

Weddings

H. A. Jones, of the Sixteenth Street Garage, was married December 1st at Indianapolis to Miss Elinor Benson and brought his bride on a honeymoon trip by auto back to Los Angeles. Congratulations "Jonesy."

George Summers, of the Motor Coach Division, was married December 5th to Miss Lola Larita Rhodes of this city. The happy couple spent a week's honeymoon at Las Vegas and Boulder Dam and are now at home to their friends at 1608 Cimarron Street. Congratulations.



F. F. ROBEY

DIVISION ONE

V. R. Bell and J. E. Griffith spent a happy week-end just looking over the better parts of Perris Valley. These boys hope to be real farmers some day.

W. J. (Bill) Christmas signed his name on the dotted line the first day the new Chevrolets came out, so now he sports a brand new coupe.

On the 22nd of December Louis Grob lost his balance and fell into the pit, striking his head on the cement floor. We regret to say he passed away on December 29th.

Just heard that C. Heywood, Mechanical Foreman of Division One, likes the new Chevys but for some reason the Plymouth is a fine car also. Well, time

will tell which one he falls for.

Several of the boys have been sick with the flu, but we are glad to report they are all getting better.

DIVISION TWO

W. S. Gregory forsook his usual duties the other day and went to court but this time as a witness for the Pacific Electric Railway.

Division Two showed some signs of life the other day, getting several extra cars ready for the holiday crowds.

It's bad enough for a man to be called "Babe" and "Kid" but when an old friend wants to know what that "Tramp" is doing in Vernon Yard well it's just a step too far. Ask H. T. Brown.

We were glad to hear all the boys say they had a nice Christmas and hope that the New Year brings with it Good Luck and Prosperity.

DIVISION THREE

Ed Muse is back at work after three weeks absence with the flu.

Larry Morford is still absent with an attack of rheumatism.

John Pontrilli got his foot in hot water or rather had some spilled on it. He is getting along fine now.

Al Wolpers has been transferred from Division Three nights to Division One days.

Phil Lathrop gave up the moustache idea after all the effort and shaved it off. Well, he looks better.

DIVISION FOUR

Mr. and Mrs. M. Johnson spent their Christmas at the Agua Caliente races and had a very pleasant time.

W. H. Veal is back at work again after being home sick for some time. Says he feels fine now.

Everyone at Division Four reports a very enjoyable Christmas and we all wish each and every one a Happy and Prosperous New Year.

DIVISION FIVE

The influenza bug hit out our way by laying up A. Anderson, N. Land, Andy Duncan, G. Macqualters, W. Ellis, H. Goodman, R. Litz and E. Shaw. All are on the way to recovery.

Charlie Shelford has returned to work after spending four weeks in bed account of sickness. Glad to have you back, Charlie.

L. Raskey has been transferred to Division Five days. Glad to have you.

D. Gasink has joined our car cleaning force and we are glad to have him with us.

Harry Hunt spent Christmas at his ranch near Banning, California, just playing this time, with his young son Harry, Jr.

J. Moore has returned after an unpleasant trip back east to visit his sick mother.

Ole Dewberry met with a painful accident. He had his thumb mashed. We all wish you a speedy recovery, Ole.



H. I. SCHAUBERT

Jake Zuber paid the Yard a visit a few

days before Christmas and displayed some gloves made from the hides of deer that had fallen before his trusty rifle.

Jack Glover has finished his new home, and moved to Compton.

The deepest sympathy of the Track Department is extended to Austin Fleetwood on the death of his wife, who passed away so suddenly last month.

Miss Herr, of the Electrical Engineer's office, had the misfortune to encounter a purse snatcher. However, a lung capacity developed in the office trying to make herself heard when Bill Morgan and "Pete" Peterson get into an argument, stood her in good stead, and the robber quickly took to his heels.



Drum Major Blackwell, known to his Buddies as "Blackie."

E. R. Blackwell entered the service as a motorman at Division Five on January 11, 1921, where he has a record as a first-class motorman. Runs on work trains are considered choice jobs and having such a good record as a passenger car motorman, he was chosen for a work train on May 10, 1926. He has been back and forth in the platform service since, but likes his work train best.

With his nifty uniform on and in action, Blackie makes one of the cleverest drum majors in any parade.

Carle Heffington, Haywood Dyer and "Babe" Gravino are the latest ones to fall victims to the flu. However, their illnesses were of short duration and they have returned to work.

Pat Connolly believed that Notre Dame could defeat the Trojans and some of the boys who thought differently profited thereby. Suggest that George Riggs of the Garage put Pat on his list for next year.

Herman Liebelt has been presented with two annual passes to the Agua Caliente race track. If the Santa Fe Railway would only be as generous, wouldn't Herman and Enoch Mackie be sitting pretty?

Did you know that Watchman Stevens is an expert watch repair man? That Switch Repairers Jamison and Chambers are iron moulders? That Frank Bradley and Charlie McCallister once were rip roarin' cowboys? That Johnnie Teagarden used to operate a street car back East? That Charlie Harwood has been to China, and that Sam Bevilacqua wears long socks?