

TWO BELLS



Armistice Day

November 11th

When autumn with her colors rare
Brings the ne'er forgotten day,
We honor, then, in silent prayer,
All those who went, the price to pay.



Thanksgiving

Thanks for the harvest, Lord,
The golden grain!
The old familiar words
New meanings bear.

Thanks that the fruits of
Sun and wind and rain
Are ours today—not to hoard
But to share!

—Selected.

I Do My Part

THE essence of NRA lies in the phrase "We Do Our Part." The success of the National Recovery program depends upon whole-hearted, nation-wide cooperation. It embraces every human being in the United States. "We Do Our Part" must be individualized into "I Do My Part". For there is a part to be played by every individual.

By sanction of an overwhelming opinion the Nation has undertaken to restore normally prosperous conditions along lines that have never been tried before.

Whatever may be the outcome of the present experiment, it may be set down without qualification that the fundamentals of good business will not be disturbed or have their values lessened. Honesty, industry and thrift will remain as bedrock factors in really successful enterprises. These must be at the base of any enduring order and surely it is towards an enduring order that the efforts of the entire Nation are now directed.

While initially the NRA adds tremendously to the expenses of this Company, it is hoped that we will share in the general increase of business which is the aim of the Recovery Act.

However, the success of the entire plan to end depression depends upon each individual doing his part. The "We" in "We Do Our Part" includes employe as well as employer. The chain of events making for increased employment, creating additional purchasing power, followed by more business, will be a continuous one only in proportion to the earnestness with which each individual carries into effect his slogan "I Do My Part".

*

Platform Philosophy

A lot of people wait for the "breaks" until they're broke.

The trouble is that men who drink like a fish don't drink what a fish drinks.

The effort to put up a front keeps many folks in arrears.

The most utterly lost of all days is that in which you have not laughed.

Usually our criticism of others is not because they have faults, but because their faults are different from ours.

Progress always involves risk. You can't steal second base and keep your foot on first.

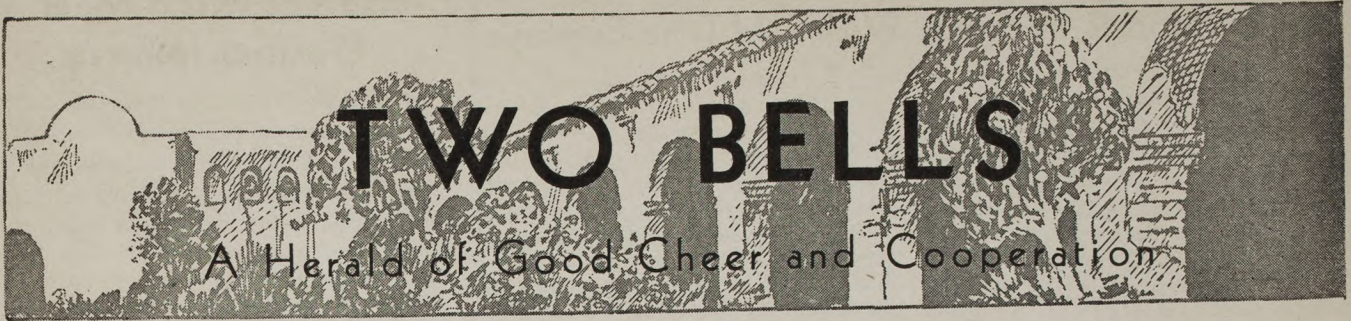
Of all the people at present engaged in panning this country we most admire the prospector.

Three-cent postage has largely reduced the number of anonymous letters we receive. It seems that even the anonymous letter writer knows his stuff isn't worth three cents.

Have you ever noticed that when a speech is boiled down it isn't dry?

According to a news item, there are fewer counterfeiters in the country than formerly. Migosh, isn't ANYBODY making money these days?

There are consolations. The bell-hop now thinks a dime a tip instead of an insult.



TWO BELLS

A Herald of Good Cheer and Cooperation

Published Monthly by and for Employes of the Los Angeles Railway

Volume Fourteen

November, Nineteen Thirty-three

Number Eleven

JANET C. McNEILL

Publicity Manager and Editor

Joining The Organization

By J. C. COLLINS
Supt. Meter-Mileage Department

A big organization always reminds me of a great tree the fruit of which supports many men, women and children. The tree has a root system supporting the trunk which divides into the main branches and from these in turn spring the smaller branches. Every section is encircled by protecting bark which often shows the wounds or scars of attacks from within as well as from without—the aphids sapping its vitality—thoughtless people carving their initials. In each root, trunk and branch there is a heart.

In our organization, the Engineering, Electrical and Mechanical departments form the root and trunk system supporting the Divisions which are the main branches of the Operating Department and from these run the different Lines. The bosses are the protecting bark upon whom the violators of rules carve their initials and the aphids leave their mark. The spirit of loyalty which runs through each Department forms the heart of the whole.

When a new man becomes one of the Company organization, he is either an asset or a liability—he either assists in furthering the health of the tree, or like the aphid, he hinders its growth by sapping its vitality. The violation of rules leads to accidents and to waste of power and can be likened to the carving of one's initials in the bark of the tree. To protect the tree, it is necessary to bring protective agencies into action; these are trained men who are interested in the health of the tree. These men know what it means to the thousands who depend upon it for support, some

of whom, having cared for the tree in its early growth, are now resting in its shade.

In time of drought, greater care must be exercised to safeguard the tree so that it may continue to live. Every new man is to become either a strong branch or a weak one and it is a matter of his own selection.

We want you to use all the power that is necessary to maintain schedules, but to use it when it is not needed is a waste. Unnecessary braking is a waste of brake shoes as well as a cause of accidents which are a source of tremendous waste and like throwing money away. These wastes, however, we can measure, but no one can measure the damage caused by discourtesy.

Each new motorman starts in on the practice car where he is instructed in correct operation. He receives further instruction from the Line Instructor in the way we want him to continue to operate when he is alone. This is the easiest and the safest way to operate a car as well as the most economical way.

Just to give you an idea of the cost of power alone. This is an actual case of a man who, after receiving instructions in correct operation, immediately proceeded to ignore them and to put his own idea into practice. He worked two days on a short line the average of which was 3.43 Kwh. c/m. This man's average was 4.38 Kwh.c/m. If the other men working on this line used the same amount of energy at a cost of one cent per Kwhr., it would cost the Company \$450.00 a month more than it should to operate this one line and give

a poorer standard of service not to mention the additional wear on brake shoes and the increase in the number of accidents.

If a man needs instruction as to how to do his work, he should ask for it for the Instructors stand ready at all times to assist in keeping the organization of the Los Angeles Railway in as healthy condition as possible.

In closing let me say, the health and life giving principle upon which any organization thrives is Loyalty.

Employes Association Elects Officers

On October 16th the Board of Governors of the Los Angeles Railway Employes' Association held its meeting and elected the following officers: F. B. Slaughter, President; Charles Mullins, Vice-President; D. C. Hull, Second Vice-President; F. W. Mellentin, Secretary; Thomas Juris, Treasurer.

The following is the list of the Board of Governors of the Association: F. B. Slaughter, At Large; Charles Mullins, Division Four Mechanical; D. C. Hull, Los Angeles Motor Coach Company; F. W. Mellentin, General Offices; Thomas Juris, 16th Street Garage; E. R. Hastings, Division One; W. H. Hollenbeck, Division Three; S. T. Cooper, Division Four; E. C. McCarthy, Division Five; A. T. Chambers, Vernon Yard; Sherman Kriewald, South Park Shops; J. R. Marshall, Line Department; P. T. Klingelsmith, Power Department; T. Mulligan, Los Angeles Motor Coach Company Mechanical; George Goehler, Los Angeles Railway Motor Coach Division.

Editor Reports Interview With Old Time Employee

"My, oh my!" quoth the old timer as he edged into a seat at Division Four in order to do a bit of kibitzer work in a pinochle game, "it begins to look like old times to see all the new faces that are appearing at the various Divisions. The Company is without doubt carrying out the spirit of the N. R. A. to the best of its ability. Yet there are some who are being led to believe that everything is out of focus and that it is necessary to cause trouble in order to follow the lead of other concerns that are up to their necks in something that, as is usually the case, leaves someone holding the empty bag when it's all over.

"Whenever anyone tells you that they are going to change the trend of things to suit the convenience of a certain few, who are only interested in the 'do, re, mi,' just pass them up because it can't be did. Harmony has been the keynote ever since our Company has entered the ranks as a full-grown organization, and it even dates back further to the time when the operation was crude in every detail.

"Our 'brass collars' do not assume an air of self-importance when approached by even their humblest employe. Twenty-seven years ago our president—Sam Haskins, was a regular daily rider on this old timer's car, and all down through the years that have passed his attitude has always been the same; always friendly to the boys, and this friendliness was not assumed for grandstand purposes.

"The late G. J. Kuhrts was another example of genuine friendship for the Los Angeles Railway men. I have known numerous cases where his helpful hand alleviated much suffering and his only request was that his name be kept a secret.

"Go on down the line and if those who are not seeking to tear down will be fair, they can recount innumerable cases of doing the limit for employes who need help; and some did not deserve any attention or consideration whatsoever.

"The big idea of the new plan is the spreading of work among our fellow men who are suffering for the necessities of life, and it is not for the purpose of having those who have had regular pay days all through these lean years do less work and earn a greater income.

"We have received a small advance

in the hourly rate, but we ought to give the devil his due and let common sense tell us that our Company has gone the limit in this move as well as the sacrifices that we are now being called upon to make. If some of these 'fixers' can point out an intelligent solution whereby more revenue can be secured, I feel sure that our officials will gladly welcome it. These intelligent fixers have got to remember that a raise in fares means loss of revenue and the lowering of fares means the same thing. It's got to be a thinker who can deliver the goods, and not a dreamer. Our present operation is already being assailed by the politician, who spouts loudly, but can't tell us how to conduct our affairs any better than we are doing now.

"Beware! all you fellows who have spent the best years of your life in this service. You can't say that you haven't been taken care of properly. The picture as painted by those who are seeking to rule or ruin is a beautiful one, but the pigments they are using won't blend.

"Well, dad burn it, I got off my subject of new arrivals, but you are welcome, my friends, into our big family, and we hope that your stay won't be limited."

Back To The Land... Conductor Turns Farmer

By C. J. Knittle - Division Four Scribe



J. T. Little

C. J. KNITTLE, *Division Four Scribe*
"You can take the boy out of the country but you can't take the country out of the boy." With these words, Conductor J. T. Little said good-bye

Employe Ass'n Meet Promises Interest

Meetings of the Los Angeles Railway Employes' Association in the past have been held every week, and each week the meetings have been full of interesting items concerning the welfare of all employes of the Los Angeles Railway Corporation, the Motor Coach Division and the Los Angeles Motor Coach Company.

An open house is our motto at all times to members, and suggestions are welcome. If you have anything to say come up to your meetings, express your feelings at your will, or see your Governor and see that your ideas and suggestions get on the Secretary's table. In so doing you will get something out of this Association.

Remember this, you can't expect any good out of any Association unless you put forth an effort. Your Governor is untiring in his efforts and will help you at all times.

Come to your meetings and keep your organization ahead of any other.

Our next meeting will be at the Jinnistan Grotto, 1510 South Figueroa Street, on November 14th at 7:45 P. M. Admission by membership card only. Be on hand. A short musical program precedes the meeting.

F. W. MELLENTIN, *Secretary*.

to his hundreds of trainmen friends at Division Four.

Conductor Little had turned in his resignation after six years and nine months of service. He was going back to his farm in McKinney, Texas. The call of the fields was too much for him. The farm amounts to one hundred and twenty-eight acres and is equipped with all the necessary implements and live stock.

Little's record as a conductor is marvelous. No demerits have been assessed to him during his entire service. His records are well filled with commendations from patrons.

Little was originally assigned to Division Two but was re-assigned to Division Four when Division Two was discontinued.

The best wishes of his many trainmen friends are for Conductor Little in his new venture.

Message From Instructor Healy

I am writing this article with the thought in mind of getting the cooperation of all employes to help me overcome a difficult situation, namely—that of too many men being sent to me for employment in our train service.

We have placed a number of men in the service during the past two months, but this is only a very small number of those who apply daily. Many applicants have been waiting for months and even longer, and at the present time, with all positions filled, we still have a large number of applications on file. I earnestly request employes not to send in any more men with letters, or bring men in, expecting they will be given positions when there are no positions open.

There has been entirely too much confusion in the Employment Department, caused by men with letters and cards expecting special favors. In case a large number of trainmen should be employed at any time in the future, a system of registration will be adopted and men will be interviewed in their proper order only. No favors will be shown to anyone. I realize that, at present, the employ-

ment situation is very bad, and that you are being asked by men to intercede for them. In the future, you may tell such persons that they will have to meet the Company requirements and go through the regular routine of presenting themselves and applying for work in the regular manner. All trainmen will be hired on their own merits and ability to pass the necessary tests; therefore, letters of introduction, or personal visits in the interest of applicants will be of no avail.

I was of the opinion that, when an employe recommended a man to me so highly the man would give the employe's name as reference on the application blank. It is, however, worthy of note that this is seldom done for some reason.

I believe that all fair minded employes can see the justice of the above request and will, therefore, not expect the impossible.

I thank you.

Daniel Healy

Chief Instructor.

Three Steals Lead

Division Three just won't stay down in second place in the matter of average number of witnesses per accident. For the third time this year Division Three took the lead in October, forcing Division Four to second place.

Comparative figures for the average number of witnesses per accident for September and October are as follows:

September	October
Div. 4.....5.46	Div. 3.....5.75
Div. 3.....5.40	Div. 4.....5.37
Div. 5.....4.57	Div. 5.....4.63
Div. 1.....4.29	Div. 1.....3.89

The number of accidents for the month shows another big increase over September. In October there were 1086 accidents; in September, 952.

The average witnesses per accident for all Divisions is almost the same as for September when it was 4.92. In October it was 4.90.

Commendations almost doubled in October with a total of 33 against 18 in September.

The number of men commended at each Division is as follows: Division One, 11; Division Three, 8; Division Four, 7; Division Five, 10.

Happy Crowd From Three Visits Seeley

Forgetting all thoughts of the street car game which they are daily playing, a jolly crowd of Division Three folks, their wives, children and friends, motored to Camp Seeley for a week-end visit on October 7th and 8th. That a good time was had by all is attested by the interest taken in formulating plans for future visits to this well-known mountain resort. The sensation of traveling over the new high-gear road, which now traverses Waterman Canyon, is ample recompense for making the trip, and as one arrives in camp the clear, pure, pungent air carrying the tang of autumn scents makes you glad indeed that you are permitted to enjoy these trips away from the daily grind. All that is needed is plenty of blankets and grub. The cabins are spacious and contain wood stoves and an ample supply of cooking and eating utensils.

The drive, combined with the pure ozone, gave all a desire for food, and after that ceremony all repaired to the Lodge where dancing, cards, and kid games furnished amusement until the night was beginning to wane. The morning of the following day was



spent horseback riding, and hiking over the many trails that abound in this section, and after a short rest came dinner, then the drive back home. Tired? Yes, but extremely happy with the only too short outing. The unaccustomed exercise makes one feel able to get on the job with more pep, and the sore spots are soon forgotten.

It was a great trip, mates, and we are going again and again. Come on men at other Divisions, bring the wife and kiddies and enjoy yourselves as never before. There is ample accommodations for all. The more, the merrier.

Among those present were: Mr. and Mrs. Arthur Walker, Mr. and Mrs. E. C. Molster, Mr. and Mrs. Robert Reid and son, Mr. and Mrs. Harry Gilmore, Mr. and Mrs. Leon Sweet, Mr. and Mrs. H. A. Beals and son, H. P. Trabue, Mr. and Mrs. W. P. Trabue, Mr. and Mrs. Henry Neal, Mrs. Rhoda Ruhlman, M. F. Graham, Mr. and Mrs. A. M. Walker, Mr. and Mrs. P. Wankier, Mr. and Mrs. Harry T. Tuttle and daughter, Miss Theodora Valdez, Fred Jewett, Mr. and Mrs. Renstrom, Mrs. Simons, Mrs. Franz, and Mr. and Mrs. Geo. E. Ferguson and son.

The Tragedy of The Depression

A vast army of children of the unemployed—their chance at a normal childhood, their health and their characters threatened by four years of depression, inadequate food and housing—

Here is the most pitiful and tragic phase of the crisis through which we have passed.

The rebuilding of the lives of these little ones—the redoubling of efforts to extend health and welfare services to as many as possible of the children of the depression—that is the chief assignment for the coming year of the agencies banded together in the Los Angeles Community Chest. That is the job for which no Federal funds have been made available. That is the great undertaking which depends upon the generous response of contributors to the Community Chest Appeal.

70 Per Cent for Children

Over 70 per cent of the money given through the Chest goes directly to service for children—care of orphans, the sick, the crippled, clinical examinations, hospital care, food and shelter, help and guidance to scores of thousands of boys and girls bewildered by a world gone topsy-turvy.

Of the remaining 30 per cent which is spent directly for families and adults, much goes indirectly to children.

Of the 101 Chest agencies, 37 work exclusively with children; 47 deal partially with children; 17 are for adults only.

We Cannot Be Content

We cannot be content with merely repeating last year's record of service to children. The 75,000 children cared for at clinics and hospitals was a very fine achievement—but increased subscriptions will make possible the reaching out to scores of thousands more—to vast numbers where undernourishment has begun to take its toll.

There are 90,000 boys and girls enrolled in organized groups for character and health building, citizenship training and supervised play, which help to build a bulwark against future crime and delinquency and insure better citizenship in the generation which will be in a few years at the helm of our country. But scores of thousands more of these underprivileged children should be enrolled.

We must continue the care, in institutions and foster homes, of 9,500 orphans, half-orphans and children

from broken homes; day nurseries caring for hundreds; P. T. A. school cafeterias which last year fed 18,000 undernourished school children; scores of thousands of children in the families cared for by Chest relief agencies.

Let's give MORE and do MORE to prevent as far as possible LASTING SCARS ON THE CHILDREN OF THE DEPRESSION.

Square and Compass

The regular monthly meeting of the Square and Compass Club was held in Boos Bros. Coffee Shop after a most delightful dinner and vodvil program of six acts.

Brother Trask again furnished us with some very fine talent including Pierre White, of opera and Orpheum circuit fame, who most graciously treated us to many familiar songs. It is hoped that Brother Trask will again present Pierre on another program in the near future; also that Master of Ceremonies Tony Orretti, who is a wizard on the piano and accordion to say nothing of his ability at story telling.

I am sorry that I can not say anything about the meeting to be held in November, other than that it will be the regular third Saturday night. Notices will be sent out in due time and they will allow sufficient time for you to arrange to attend this meeting.

WALTER J. BORN, *Recording Secretary.*

Little Miss Ballard Comes To Town

By C. J. Knittle - Division Four Scribe

The father of this handsome little lady would need no introduction for he is none other than Supervisor M. R. Ballard. "Margaret Lorraine," whose birth was announced in a recent issue of Two Bells, is three months old now and is proving herself to be a real joy-dispenser in the Ballard home. Supervisor Ballard has promised to keep us informed on all the baby's new tricks. Also her first word and the date her first tooth comes through. "And don't forget to state she has brown eyes," he added.

The Ballards have been married twenty-one years. Margaret Lorraine is their first child. Supervisor Bal-

Vets' Auxiliary

Dear Father we thank Thee for the night,

And for the pleasant morning light,
For rest and food and loving care
And all that makes the world so fair.
Help us to do the things we should,
To be to others kind and good;
In all we do, and all we say
May we grow more thoughtful every day.

This coming Thanksgiving Day, let us all offer the above prayer of thanks. I know that if we just stop and count our many blessings we will find that we all have a great many to be thankful for.

How many of you folks remember the good times you used to have at the old-fashioned socials given down in the little old red school house?

Well, sir-ee, on the night of November 15th, the third Wednesday in the month, in Harding Hall, fourth floor of the Patriotic Hall, we are going to re-live those good old days.

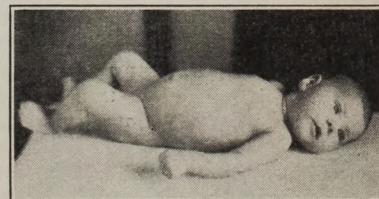
Ladies, fix up your box for two with an eye for the exterior as well as the interior, and be sure that your name is on the inside. Bring your hubble, the boy friend, or what have you.

The Ladies of the Auxiliary extend to each and every one of you a most cordial invitation and promise you an evening of games, prizes and SURPRISES.

And don't forget the Armistice Day parade at the Coliseum. We'll all be there in full dress and on parade.

How about you, will we be seeing you?

ESTHER L. WILLIAMS, *Secretary.*



Little Miss Ballard

lard entered the Los Angeles Railway service as a motorman in September, 1919, and was assigned to Division Five.

In March, 1923, he was appointed Supervisor. At the present time Mr. Ballard is in charge of Line "A."

New Man Gets Fine Commendation

Gentlemen:

I rise to make a short speech about Conductor 1604.

I am well aware that a part of the definition of the public utility business is the right and willingness of the public to kick about its grievances, real or fancied. I don't imagine you hear much from your satisfied customers.

In this instance I am one of the latter.

I don't know Conductor 1604's name or anything about his antecedents or connections; I have merely observed him quite closely on the Washington Street run. If you had more like him it would make street car riding a pleasure.

My attention was called to him by the unusual type of service he was giving the other evening on a badly overcrowded car. He was helping the ladies with their bundles on and off; he was giving information to four or five bewildered people—and doing it as though it were a pleasure and as though he wanted them to understand and be satisfied. Many conductors I have observed seem to feel it somewhat of a personal insult to be asked for information, and a breach of etiquette if the answer is intelligible. 1604 called every street, and did it so the names could be understood.

At 7th and Broadway a man just caught the car after making a vain attempt to buy an evening paper. The cash customer was crowded back into the far corner of the rear platform with no further opportunity. At 8th and Broadway, Conductor 1604, having noted the circumstances bought a paper from a newsboy in the safety zone on his own initiative and passed it back with a smile over the heads of the intervening passengers to the marooned cash customer—who happened to be the writer.

Under the circumstances Conductor 1604 came in for careful scrutiny. His uniform was well worn but spotless, carefully brushed and pressed; his buttons and insignia were sparkling. His linen was clean and his collar was not celluloid. He had a clean shave and a neat hair trim.

I wouldn't say that Conductor 1604 is above his job at all, for he seemed to be enjoying himself. I would say, however, that he is fitted for something a good deal better. For example, he might, with benefit to the street car company, conduct a school for conductors.

In any event he is a comfort to your customers.

Very truly yours,

(Signed) Charles F. Stern,
816 Broadway Arcade.

Mechanical Men Meet

The regular monthly meeting of the Foremen and Supervisory forces of the Mechanical Department was held on October 14th, in the Instruction Room at Division Two.

W. C. Brown, Chairman of the day, opened the meeting with explanatory remarks regarding the subjects that had been chosen for discussion at this meeting, and also referring to topics presented by F. O. Rowbottom and C. B. Lindsay that would come up for discussion at a later meeting. He also announced at this time that a column would be set up in Failure Reports for Shop Failures, as well as those originating at Divisions.

R. J. McEntyre presented an exhibition of some faulty brake shoes and there was a discussion as to whether they should be charged to the Divisions as equipment failures. The Foremen were instructed to carefully check their stock for any shoes of this kind and to report at once so that the Stores Department could claim proper credit. G. A. Waggoner also spoke on this subject.

F. T. Burchett presented some very interesting statistics on the number and mileage of brake shoes used in 1932 and the first eight months of 1933, showing a decrease of 20% in car mileage per shoe over last year.

The next speaker was W. T. Reynolds, on "Retrospection," pertaining to store stock. He handled the subject in his usual able manner, using some charts for illustration, showing how store stocks had been cut down some \$200,000 in the past few years.

The balance of the time was given over to H. E. Jordan, who gave us a resume of the recent Railway Convention held in Chicago, also some very interesting descriptions of the exhibits to be seen at the World's Century of Progress.

Owing to the lateness of the hour, the Chairman announced that the balance of the subjects would be held over to our next meeting.

JOSEPH E. STEENROD, *Secretary.*

Soft Ball Artists of 16th St. Garage



Here are Captain George Oliver's heavy sluggers. Back row from left to right—Louie Chiaro, F. Land, N. Lane, C. Simmons, E. Serabia, C. Fletcher and R. Sudano. Bottom row—B. Walters, F. Ralphs, W. Wilson, G. Oliver and R. Taylor. Captain Oliver has been having his troubles. He has lost three out of his last five games due to the sickness of Wilson, Serabia and Simmons. Since this picture was taken N. Lane has resigned and C. Fletcher has gone back east. In spite of substitutions Captain George still holds third place in the major series of the Huntington Park soft ball league.

Special Magazine Rates

D. L. Gragg, proprietor of the cigar stand in the lobby of the Main Office Building, solicits your magazine business and offers special subscription rates to all publications. He hopes to get an order from you for a Christmas gift subscription and will appreciate your patronage.

Employe Association Division News

Division Five

At the present time we have 70% of the platform men of this Division as members of the Los Angeles Railway Employes' Association, so keep up the good work and make it as near 100% as possible. Urge your friends to join with us.

We have already been successful in securing some benefits and will continue trying to secure more so as to improve our working conditions as much as possible.

Any request that any member may have for the betterment of conditions or service, write them out and mail or deliver same to me and I assure you that I will present them to the proper authorities, so let us have them.

Don't forget your dues—25c per month.

C. E. McCARTHY,
Governor, Division Five.

Division Three

Having been elected to represent Division Three on the Board of Governors for the Los Angeles Railway Employes' Association, I wish to thank all of the members for the trust they have placed in me. Division Three will hold meetings the second and fourth Friday of each month. On the fourth Friday, in the morning, a meeting will be held so as to enable night men to be present.

Our membership at Division Three is 349.

W. H. HOLLENBECK,
Governor, Division Three.

Division Four

The members of this Division were given an opportunity to see what was being done in the Association by attending a Governors' meeting Monday, October 23rd. We had some very interesting discussions.

All members are welcome to attend any of these Board meetings. I would like to thank the members for their splendid cooperation and will do all I can to help the Association in the good work it is doing.

Have you paid your dues for November?

S. T. COOPER,
Governor, Division Four.

A new way has been discovered to cook sea gulls. A brick is placed in the pot with the gull. When a fork can be stuck through the brick with ease, the gull is done.



Don Grant Wins Honors By Night Study

Owing to the extreme modesty of the subject it was with great difficulty that this photograph was obtained but credit should be given where credit is due. This is Don Grant of the surveying crew, who after eight years of diligent study, has graduated from the Hollywood High School and is permitted to wear the robes.

Scout Activities

The Los Angeles Railway Veterans Ladies Auxiliary gave a program to entertain the Veterans on September 28th. Some of the Scouts from Troop 45 were asked to be in a skit by Mrs. Williams. The skit was about the hospital experiences of Mr. Madigan, Adjutant of the Veterans Club. It went off very well. The Scouts also put on a demonstration. The following Scouts participated: Elford Kline, Lynn Weber, Ralph Hirigoyen, Sam Sebby, Ray Fife, Harold Levitz, Bob Fletcher, Melvin Thomas and Julio Reis.

You probably read about the Regional Camporal here at Griffith Park on October 9th and 10th. Some of the Troop 45 Scouts went up and looked around.

Troop 45 is now staging a paper drive. If any person wishes to contribute to it he should get in touch with J. B. Lair, Foreman at Division One. One-third of the proceeds go to the Community Chest; another third to the Troop treasury, and the last third to the contributor.

The Scouts are bringing old toys to the Scout meetings and are fixing them up so they can be given to needy families at Christmas time. Any contributions will be gratefully accepted.

Elmo Bunes is again back on his feet after dislocating his knee in football practice.

BOB BOWER, *Publicity Manager.*
LYNN WEBER, *Two Bells Reporter.*

Veterans Club

Due to changes in schedules, shake-ups, etc., there have been no meetings of the Veterans Club of late.

Among our comrades in the train service several who have been on the extra board for quite a while are now holding down regular runs which will give them the opportunity to attend meetings in the future.

Comrades who are to parade on Armistice Day will get in touch with their Division Commanders who will acquaint them with the Club's position in the parade. Two Bells should reach you by Armistice Day so get busy and let us make a good showing.

There will be a meeting in November. All those who are not at the dance* will be notified by bulletin as to the date of the November meeting.

J. A. MADIGAN, *Adjutant.*

Personal Items

George W. Lane, Paymaster and Assistant Treasurer, is well on the road to recovery after a very severe illness in the hospital. The hundreds of friends of Mr. Lane in the Company will be mighty glad to know that he is better and will soon be back among us again.

George Campbell, Chief Draftsman, is back after seventeen days of sickness. George Link, Chief Clerk of the Engineering Department, is also back after a severe illness. The three Georges caught severe colds at about the same time, and were very much missed from their usual places so we are happy to report their recovery.

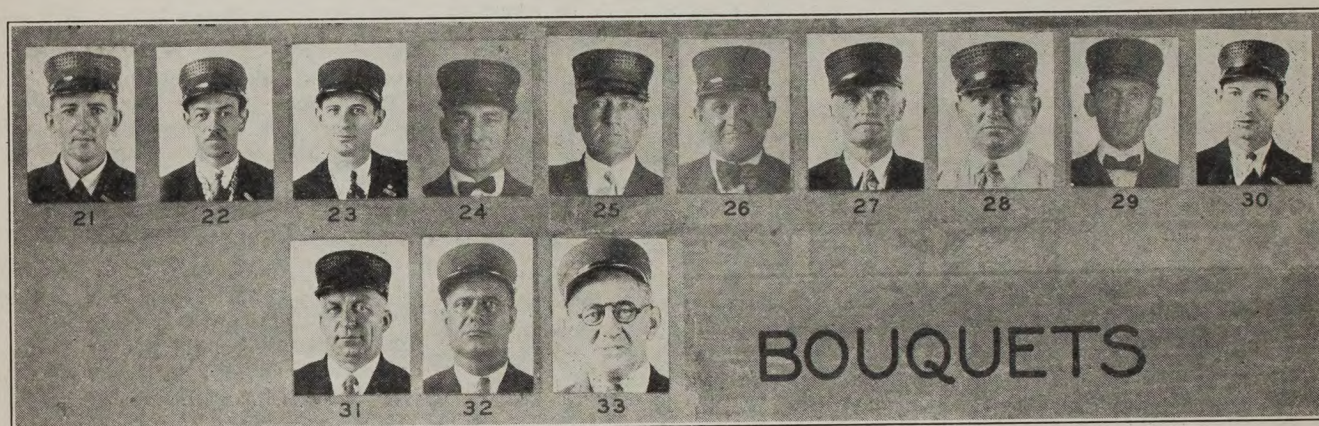
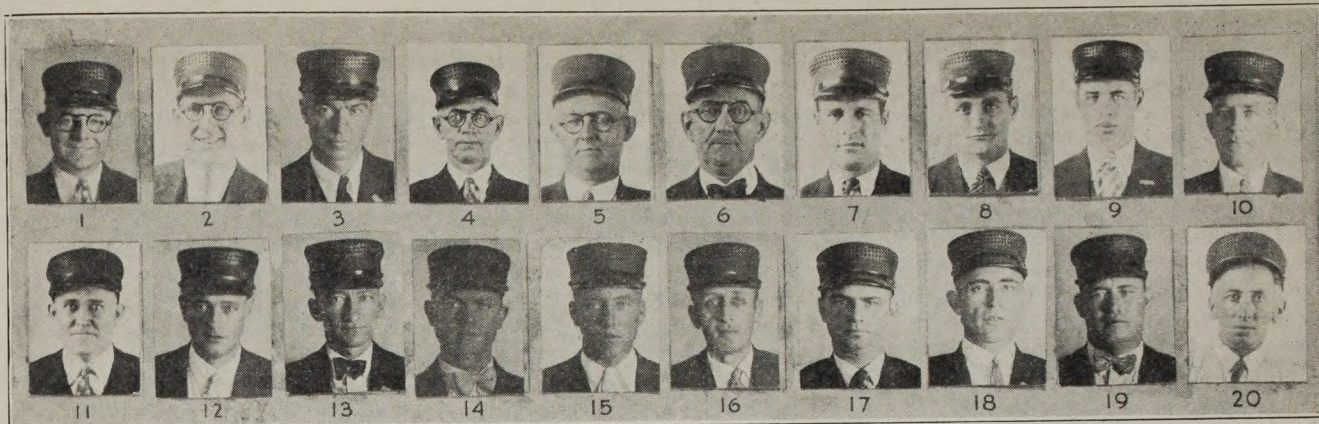
Bill Morgan caught a severe cold and has just come back to his desk again.

Art Genn has just returned from the mountains where he went to get rid of a severe cold.

Mrs. Edna Rees, of the General Manager's office, is on vacation. She accompanied her son on a hunting trip to Kaibab National Forest in Arizona.

The eight year old daughter of C. H. Freestone of the Schedule Department met with a very peculiar accident. She was riding on a bicycle back of a friend of her father's when two autos collided in the street. One auto careened and struck the bicycle, badly injuring the friend and bruising her up considerably.

Dispatcher M. E. Morris has been away for two weeks on sick leave.



"Let us be careful of detail—the little things—for attention, interest and thoughtfulness are big words defining the little needs that make friends and satisfied passengers."

For (1) Conductor X. Bryan of Division Five from Mrs. R. W. Dusenbury who expressed her appreciation and thanks to him for paying her fare and saving her from an embarrassing situation when she found she was without money.

For (2) Motorman W. O'Hern of Division One from M. J. Quinn for considerably holding his car when passenger who wished to board was held by automobiles.

This same motorman was also very considerate of other passengers on the trip.

For (3) Conductor M. B. Assell of Division Four from R. M. Thomson for getting off the car to give careful attention to a mother and her small children who wished to board the car.

For (4) Motorman W. M. Marion of Division Five from William J. Gibbons for efficiency and unflinching courtesy.

For (5) Conductor O. C. McDermith of Division Three from Maud C. Jennings who wrote: "It is my pleasure to commend Conductor 592 for more than the average courtesy and splen-

did handling of rush hour crowds."

For (6) Conductor J. E. Laws of Division Five from M. J. Cohen for the courteous manner in which he handled the situation when he was handed a coach ticket he could not accept. Mr. Cohen also expressed his appreciation for the courteous loan of his fare.

For (7) Conductor L. F. Bonnett of Division Four from J. Matzel for kindly paying his fare, a courtesy that was greatly appreciated.

For (8) Conductor T. J. Mulrine of Division Three from Mrs. M. F. Murdock who wrote: "An old lady about seventy tried to get on the car and this conductor was wonderful to her. She had many packages and he took her to a seat first so she could get her money out, then she wanted to go to the enclosed section and he carried most of the bundles."

For (9) Conductor W. H. Langdon of Division Five from Charles A. Wyandott who wrote: "I wish to recommend him for his courtesy to all passengers who get on his car, even including myself, an old, feeble man of seventy-five years."

For (10) Motorman S. L. Wickham of Division Four from Mrs. Nettie A. Wollam for his courtesy in helping her find her purse and railway pass when she missed them from her handbag as she was alighting.

For (11) Conductor J. T. Little of Division Four from Dr. C. W. Hoffman for his remarkable prevention of a serious accident when an elderly man suddenly ran out from the sidewalk and attempted to board the car as it was turning the corner. The man slipped and would have fallen, either to the street or under the wheels of the moving car, if Conductor Little had not seen him and quickly reached out and pulled him, frightened and shaken, into the car. Dr. Hoffman also called particular attention to the manner in which this conductor quieted the shaken man, brushed the dirt off his trousers and quietly suggested that such chances were "not worth taking".

Conductor Little is also very highly commended by A. N. Clark for this same splendid exhibition of efficiency.

For (12) Motorman G. M. Weaver of Division Four from Miss M. M. Keating, of Boston, for paying her fare when she discovered that her purse had either been stolen or lost.

For (13) Conductor R. H. Manning of Division Four from Robert E. Kelly for quietly and courteously lending him car fare when he saw that the passenger did not have his money.

For (14) Conductor M. C. Howard, of Division Five, and (15) Motorman W. E. Maupin, of Division One, from

Mrs. John P. Morrow for their kindness and courtesy to her.

For (16) Conductor H. F. Hames, (17) Motorman E. N. Taylor, (18) Conductor A. B. Dial, (19) Motorman E. B. Adams and (20) Motorman C. Butler, all of Division Four, from Miss Ella M. Kennedy for their kindness and helpfulness to her, which is greatly appreciated.

For (21) Conductor R. W. Bower, of Division One, from a pleased patron who wishes to remain anonymous. This patron expressed great appreciation of Mr. Bower's courtesy in giving her careful directions to her destination. She also said he was very courteous to all passengers.

For (22) Conductor D. J. Haverstick, of Division Five, from Mrs. James A. Morton for his extreme courtesy to all passengers at all times.

Conductor Haverstick is also commended by Elizabeth Maquire for kindly lending her car fare when she forgot her coin purse.

For (23) Conductor H. C. Cunningham, of Division Four, from John V. Schwerin for his unusually pleasant and courteous manner day after day.

For (24) Conductor C. C. Townsend, of Division One, from F. Alatorre, Commercial Agent for the National Railways of Mexico, for courteously lending him a token.

For (25) Motorman E. M. Meyers and (26) Conductor D. A. Kuykendall, both of Division Three, from Mrs. Curtis H. Thomas, who wrote: "I want to compliment the crew for the way they handled a blind man. The motorman seated him near the front end in a nice, kind manner. He was told his stop—a very dangerous corner for one who can see. The conductor came from the rear of the car, took the man clear across and placed him on a car for Inglewood."

For (27) Motorman H. Dinning, of Division One, from I. F. Westphal for his promptness and efficiency in calling an ambulance and his considerate care of a young colored girl who became ill on his car. Mr. Westphal says: "That was very fast work and it showed us all how courteous the railroad employes are. Now we know that should any of our wives, daughters or mothers be taken ill on any street car they will be taken care of. I think it was mighty nice and kind."

For (28) Motorman C. M. Christensen, of Division Four, from Willard Crofut, a safety engineer, for getting off his car and carefully re-adjusting a tie that had been placed between the tracks and the safety zone as a warning that repair work was in progress. The tie had become displaced so that anyone stepping off

the car was in danger of stumbling over it.

For (29) Conductor C. C. Clark, of Division Five, from W. R. Nelson, who wrote: "I have been riding his car for some time past and have never found him anything but pleasant and working to the end that his passengers may be taken care of. He always has a smile for me and I am sure it is a pleasure to ride with him."

For (30) Conductor J. L. Donnelly, of Division Four, from A. E. Geer, who says: "For courtesy, cordiality, patience and accommodation Conductor 2460 is outstanding."

For (31) Conductor C. R. Aker, of Division Three, from W. R. Roberts, who boarded the car with only five cents and a ten dollar bill. Aker told him to drop in the five cents and that he would stand the loss. This was greatly appreciated by Mr. Roberts.

For (32) Conductor I. Gasparro, of Division Three, from Mrs. Rose G. Bertram, who wrote: "Never have I noticed a conductor who showed such courtesy to old people, women and children, and who paid such attention to their safety, as this particular conductor."

For (33) Conductor H. A. Hansen, of Division One, from Miss Claramae Geiman for kindness and consideration of elderly people and for courteously and painstakingly giving her information she desired. Miss Geiman also says: "Ladies with bundles, grips and children get every consideration."

Trainmen, for whom we have no pictures, are commended as follows:

For (34) Motorman R. A. Capp, (35) Motorman S. R. Harrington, (36) Motorman S. E. Phillips, (37) Motorman H. G. Burgess, (38) Motorman F. W. Preston and (39) Motorman W. J. Harris, all of Division Four, also from Miss Ella M. Kennedy, for their kindness and assistance to her. Miss Kennedy says of all of these men: "I certainly need their assistance and want them to know I appreciate it."

For (40) Conductor C. H. Cummings of Division One from Mrs. E. O. Kiesshauer for very courteously advancing her car fare when she boarded the car in a hurry without her purse.

For (41) Conductor V. L. Fields of Division Four from Mrs. L. M. Sandham for his kindness and courtesy to her.

For (42) Motorman N. Robinson of Division One from Mrs. Mary W. Lancaster for stopping his car across the intersection to wait for passengers who were transferring from another

line. Mrs. Lancaster said this was much appreciated by them all.

For (43) Conductor O. E. Early of Division One from Katherine Stephens for considerately lending her car fare in such a manner that all her embarrassment was immediately removed when she had inadvertently left her purse at home.

For (44) Conductor J. R. Moore of Division Five from T. P. Hamilton for his helpfulness in lending him enough to pay his car fare. Later Mr. Hamilton discovered he had some bills with him and refunded the conductor but he appreciated the courtesy very much.

For (45) Motorman M. E. Dally of Division Five from Walter Hood for getting off his car and assisting a blind man across Vermont Avenue to the other side of the street through heavy traffic late at night.

For (46) Conductor G. C. Parson, of Division Three, from John V. Schwerin for extending unusual courtesies.

For (47) Conductor L. C. Murray, of Division Four, from Mrs. Arthur Levy for efficiency and consideration in stopping his car, sending for an ambulance and giving solicitous attention to a woman who became ill on the car.

For (48) Conductor L. P. Larsen, of Division Five, from Mrs. E. K. Root for his courtesy in lending her a token.

For (49) Motorman J. H. McClintock, of Division One, from Miss Josephine R. Hodgson for courteously holding his car a few seconds until she could reach and board the car.

For (50) Motorman G. C. Grayson, of Division One, from John F. Campbell, who wrote: "An old lady attempted to get on the front end of the car; he directed her to go to the rear. He then started the car and ran its length so she could get aboard. It was an act of politeness to an aged and poorly dressed woman that excited my admiration. It was an act of a true gentleman, I thought."

For (51) Conductor J. Gunderlock, of Division Three, from Annie Carter for kindly lending her a token. She also says: "I often ride on his car and always find him kind and courteous to all passengers."

For (52) Motorman A. Perry, of Division Four, from Dave Stannard, who wrote: "A moment before the conductor gave the starting bell a crippled woman with a cane, advancing from the west curb, had reached a point within the westbound tracks. 'One moment, please,' she called. She stepped in front of the car and into the loading zone. Instead of displaying annoyance the motorman advanced the car in such a manner that

the woman was not obliged to walk clear to the back platform, thereby aiding her and expediting the loading. It was only a little thing to do, but I am sure it amounted to a real service to the crippled woman, made the motorman feel better than to have passed her up, and gave several of the other passengers a better appreciation of the service a utility can render. Incidentally I could not fail to note that he seemed unusually alert and cheerful."

For (53) Conductor I. L. Mattern, of Division Four, from Major Robert C. E. Lansdowne for his poise, un-failing courtesy, promptness and alertness to serve even where it was not his especial job. (By the way, Conductor Mattern is a new man with the Company.)

For (54) Conductor L. L. Chesney, of Division One, from Betty Sargent for lending her a dime for a coach ticket.

For (55) Conductor F. Habich, of Division Five, from Mrs. W. J. Sheehan for being polite and courteous to everyone and for giving her his stool to sit on when the car was crowded.

For (56) Conductor H. O. Nelson, of Division One, from F. A. Wallace for courtesies and assistance extended to both Mr. Wallace and his wife on various occasions.

For (57) Conductor J. L. Patten, of Division Four, from M. F. Shippey for the loan of a token.

For (58) Conductor F. J. Nimz, of Division Five, from Mrs. John Morrow for being very kind and courteous.

For (59) Conductor E. B. Adams, of Division One, from E. L. McClure for giving him courteous information.

For (60) Conductor C. D. Burnett, of Division One, from Jean Travers for his kind assistance and courteous service.

For (61) Conductor W. T. Crowder and **(62) Motorman G. M. Williams**, both of Division Three, from Mrs. C. W. Twiss for stopping their car on the far side of the intersection to wait for passengers from the Western Avenue bus. Mrs. Twiss says: "Kindness, courtesy, efficiency and sweet temper on a hot, hurried morning. Thank you."

For (63) Conductor T. W. Crum, of Division One, from Floyd Tawney for lending him a token when he boarded the car without his money. Mr. Tawney says: "Such service is very sincerely appreciated and I wish to thank him for his helpfulness."

For (64) Conductor G. L. Musselwhite, of Division Five, from C. R. Hampton, who wrote: "He is always pleasant and does all in his power to

sell the service of your Company. His cheery salutation when I get on his car makes me feel more than ever that this is a pretty good old world after all."

Conductor Musselwhite is also commended by Eugene M. Brown for his courteous assistance and attention to a passenger whose sight was impaired.

For (65) Motorman L. Z. King, of Division Five, from Stanley Turner, who wrote: "I couldn't help being impressed by his polite way of treating the tired, weary and cross crowd on their way home after a hectic day in town." Mr. Turner said this motorman had a cheerful grin for everyone no matter how cranky they were. He also commended him highly for coolness and courtesy when the car was struck by an automobile.

For (66) Motorman A. D. Mathews, of Division Five, from G. R. Blaisdell for stopping his car after he had crossed the intersection so that a passenger could transfer from another line.

Journey's End

William Douglas Payne, Clerk in the Meter-Mileage Department, passed away after a short illness on October 24th. He was born in New Brunswick, Canada, and was first employed by this company as a Checker in the Schedule Department on July 1, 1923. He resigned from this position on June 25, 1927, and was re-employed as a Clerk in the Meter-Mileage Department November 28, 1930. He was a member of Masonic Lodge, Streatham Hill No. 3784, London, England. Mr. Payne is survived by his wife.

W. D. Payne, while working in the Bank of Montreal, Bathurst, New Brunswick, heard the call to arms and enlisted in February, 1915, in the Sussex Field Battery, proceeding to France with that unit in the fall of 1915. He was gassed on the Somme front in 1916 and was invalided back to England and after recovery was transferred to the London Pay Office as Pay Sergeant in charge of casualties. Mr. Payne was promoted to the rank of Sergeant on the field of battle known in military circles as a "King's Sergeant," a highly coveted distinction in time of war.

After returning to Canada in March, 1919, he was appointed Soldiers' Settlement Land Officer, Military District No. 6, Halifax, Nova Scotia. It was his personal duty to buy farms and stock for ex-service men under the direction of the Canadian Government.

In August, 1920, he was selected, along with others, by the Canadian

Government as an Internal Revenue Officer to proceed to England on loan to the British Government for a period of 18 months for the purpose of closing up the accounts of the vast Army of the British Empire. This task was completed and he returned home and remained only a few months before coming out to California in early 1923.

Samuel McClung Sommers, of the Way and Structures Department, died on November 1, after only a few days illness. Mr. Sommers was employed by the Company as motorman at Division One in September, 1903. He was transferred to the Way and Structures Department in May, 1910, as motorman on work train.

Mr. Sommers and R. A. Pierson, Superintendent of Personnel, joined the Company in the same year and were close friends through the years. Mr. Sommers was born at Hightown, Virginia. His interment will be at Clarksburg, Virginia.

* * *

Paul Charles Kriewald, who has been on the Special Roll since 1926, passed away October 24, 1933. He was born in Germany and was employed by this company on November 23, 1903. He was placed on the Special Roll September 21, 1926. Mr. Kriewald is survived by two sons, one of whom, Sherman Kriewald, is employed at South Park Shops.

* * *

Horace Horaetta Franklin, Wash Rack Foreman at the 16th Street Garage, died on October 14th. He was born in Los Angeles and was employed by the company as Auto Washer April 18, 1923, and was promoted to the position of Wash Rack Foreman on April 11, 1927. He was a member of B. F. Talbert No. 8 F. & A. M. Lodge, and K. P. No. 13 Panama Lodge, Los Angeles. Mr. Franklin is survived by his wife and a daughter.

In The Red

A comparison of complaints for September and October is shown below:

Classification	Loss or Gain		
	Sept.	Oct.	Gain
Discourtesy	15	26	11
Fare and transfer trouble..	48	43	— 5
Starting too soon.....	3	3	0
Passing up passengers.....	4	6	2
Carrying passengers past stop	3	5	2
Dangerous operation.....	0	0	0
Short change	11	12	1
Service	4	7	3
Miscellaneous	24	30	6
Totals.....	112	132	+ 20



BIRTHS

A new son arrived at the home of Mrs. and Safety Operator H. E. Cubberly, of Division One, on October 18th. His name is Leroy Edward and he weighed eight and one-half pounds.

* * *

A new permanent visitor arrived at the home of Motorman W. G. Lloyd, of Division One, on October 2nd. It was a nine pound girl and her name is Joanne Mai Lloyd.

* * *

Conductor J. K. Waner became the proud papa of a baby boy on September 29th. The little gentleman was named Bert William. Conductor Waner is a Division Four trainman.

* * *

Another proud daddy is Conductor Roy T. Anderson, of Division Four, who boasts of a baby girl born on October 28th. The little one weighed eight pounds and fourteen ounces and she was named Margaret Rosalie.

* * *

The fellow walking on air at the 16th Street Garage Gas Station is H. C. Perks of the Second Shift, who is the proud father of a seven and one-quarter pound baby boy. Arthur Lee was born at the Mission Hospital on October 5th. Mother and son are home now and doing fine. Congratulations and many thanks for those fine cigars!

* * *

E. Lendy, of Division Four Mechanical, has had a smile all over his face ever since the advent of little Master Ernest Eugene.

* * *

A baby girl tipping the scales at seven pounds, arrived at the home of Conductor R. L. Wilson on November 1st. This is Mr. and Mrs. Wilson's third child. Mother and baby are getting along fine and everybody is happy and the cigars were good. Conductor Wilson is a Division Five trainman.

Appreciations

Your kind expression of sympathy is gratefully acknowledged and deeply appreciated in the death of my husband, Frank H. E. Pierce.

Mrs. A. M. H. Pierce.

* * *

Your kind expression of sympathy is acknowledged with grateful appreciation.

Helen F. Payne.

For Sale

Seven tube Gilfillan Superheterodyne Table Radio, \$14.00. D. J. Sullivan, 16th Street Garage. Phone PR. 1104.



H. N. COLE

The first major earthquake demolished a thermos bottle for Motorman J. N. Smith, and since then each subsequent shake has played the same low-down trick on him. He is thoroughly exasperated and has made up his mind to get one made of concrete or some other unbreakable substance.

A pretty good load was on Motorman O. M. Haylett's car. One man was standing directly behind him smoking a cigar with a big hunk of ashes on the end of it. Suddenly the ashes fell down and just as suddenly Haylett jumped up. The passenger apologized. Haylett accepted and sat down again after his stool had cooled off.

It was October third, but when Conductor E. R. Tomlin woke up the first thing that met his gaze was an old calendar and according to it, instead of being Tuesday, it was Sunday. Being only half awake he didn't worry, but turned over for another nap. However, he tumbled to the truth in time to barely make it in time.

Cummings & Cummings, Inc. This is the name of a crew manning a "U" Line run. L. C. is motorman and C. H. is on the back end. They are not related, although both are well—they are a fine looking team.

When he started to copy his time, it suddenly dawned on him that there were six different "times" to copy, so he took a day off to do it.

Conductor H. H. Wulf is back on his run after being off a week recovering from a case of food poisoning.



What more could a man wish for? Conductor Ray M. Kelly, of Division One, is the father of these two beautiful children and Conductor Pat Kelly is the grandfather. Their names are Richard Patrick Kelly and Dolores Patricia Kelly, age six years and ten months, and four years respectively.

Motorman D. B. McFarland left hurriedly on October ninth for Marshalltown, Iowa, on account of the sudden death of his mother in an automobile accident. According to later information, his father also was fatally injured and died the next day.

It is reported that Conductor J. W. Epp is spending forty-five days with relatives in Nebraska, but a message coming to us in a round-about way, indicates that he had something more serious on his mind than a visit to relatives. The report goes that Epp has never recovered or rather become reconciled over the loss of his good friend Conductor Brennan, who was married a few months ago, so now he is retaliating by taking the same step.

Conductor C. A. McClain spent twelve days during the month showing some relatives the sights of Southern California.

That mighty hunter, Conductor J. D. Sweeten is away for fifty-three days in the wilds of New Mexico, where no doubt he will bag lots of big game, as usual.

Conductor E. L. Ayers has returned from a trip to Oakhurst, California, where he spent eighteen days.

With no trip in view to any special place, Conductor E. D. Avila signed off for seventeen days. He is back now and going strong.

Motorman A. Mariscal took several days off on account of the death of his aunt.

We intended to introduce a bunch of new men, but there are so many we are afraid it would require too much space, so that's that.

Conductor J. H. Martin of Division One



This happy little Miss is the ten month old daughter of Operator T. H. Perkins, of Division One. Her name is Evelyn Anita Perkins.

While Motorman R. B. Azbell was chasing a dog across the lawn he had the misfortune to twist his ankle, and it took several days to get it back in shape. Anyway, that is his story.

In the recent shake-up Conductor J. E. Beckstrom chose one of those relief runs.

drove Alfred G., champion trotter, an exhibition mile at the Los Angeles County Fair at Pomona. He was given a big ovation. In former years, he has driven champion trotters and pacers to records at state fairs.

A picture of Mr. Martin and his horse was sent to Two Bells, but was not clear enough to reproduce.



Division Three

L. VOLNER

Hot diggity dawg! Sixty-three new trainmen now permanently located at the Foothills Division. Looks like old times. Someone present in the assembly room at all hours. The new ones learning how to play pinochle, and the old ones trying to teach them the art. It won't be long until the new crop of trainmen will be street-car-ing just like the old heads. Here's a hearty welcome to all you new boys. We hope you will stay a long time and we know that you will enjoy yourselves in your new home.

Have you noticed the broad grin on the countenance of that popular conductor—especially popular on the "B" Line—J. P. "Stucco" Fleming? Well, the reason for all that beaming smile was an article in one of our daily papers stating that conductors were to be put back on the "B" Line, and Mr. Fleming is anxiously waiting for a chance to drop in a bid for one of the runs.

Conductor C. Voss is rapidly becoming a Japanese bean specialist. He claims if everybody would plant the variety that he has at his home, it would go a great way towards alleviating the eating part of the present depression. Some samples brought into the office were about twenty-four inches long, and they were pulled before they had reached their full growth.

The Los Angeles Railway Employees Association seems to be hopping it up. Division Three has got a man to pull switches when cars are pulling in in the P. M. The abolition of the trip reports on all cars, which was accomplished by the above organization, is also receiving favorable approval from all of the men.

Under the new NRA plan, Conductor J. R. Holland has been appointed regular switchman.

Motorman A. B. Parker and wife have returned from an extensive trip to points in Texas, Missouri and Arkansas. "A. B." claims he had the time of his life, and says while California still looks good to him, a trip of this nature puts lots of pep into one's system.

Conductor C. J. Ritter left on November 1st for an extended visit with friends in Oklahoma.

After visiting relatives in Texas for the past thirty days, Motorman A. E. Tuffing and wife have returned. Mr. Tuffing reports having had an enjoyable visit with old neighbors of former years, and he says that the bountiful feeds which were prepared for him and his

wife caused quite an excess of weight for both of them.

Conductor I. J. Kramer thought he was some speedy gentleman until he saw Operator B. E. Johnson and Clerk Herter in action. At 11:01 P. M. on the night of October second these gentlemen were in the assembly room when the slight quake was felt in the building, and the way the building was deserted caused Mr. Kramer's remarks.

During the first part of October Conductor E. L. Jandro spent several days fishing in the Santa Ana River, near Redlands, and as usual Mr. Jandro caught the limit.

On the twenty-fourth day of October Conductor Harry Beals got so busily engaged in a political argument with Switchman Arthur Walker that he neglected to look at his watch and as a result the man he was supposed to have relieved got in an extra trip from Avenue 28 to Rimpau and return.

Conductor C. E. Dunlop and wife have returned from a several weeks trip to Eastern points. During the trip they visited points in Vermont and New Hampshire, and also all the larger cities. Several quarts of genuine maple syrup were loaded into the family auto and will be used by this family the coming winter.

Mechanical Foreman Eddie Muse says just as soon he gets his new store teeth he is going to eat eighteen T-bone steaks, and crack a half a bushel of walnuts, but for the present, however, he is existing on nothing more or less than soup. In other words, it's got to be liquid if he eats.

Motorman F. L. Leadbetter has as his guest his stepfather from his ranch in Oregon.



Division Four

C. J. KNITTLE

My little daughter, seven, and in second grade, brought her report card home today. The joyful expression with which she rushed it to me when I arrived home indicated it must be a good one.

We sat down to look it over. Yes, there was a "1" for Obedience, "1" for Cleanliness and "1" for Honesty. An explanatory note at the bottom stated that "1" means Excellent, "2" means Very Good, "3" means Average, etc. Getting back to the little one's marks I observed a "2" for Dependableness, "2" for Thrift, "1" for Effort, "1" for Reading, "1" for Writing, "1" for Spelling and "2" for Arithmetic.

I looked up. The little girl was all smiles. "Remember, Daddy," she said, "you promised, if all my marks were Ones and Twos you'd get me a bag of black jelly beans." (She got them.)

Later in the evening, with the kiddies in bed and the supper work done, the wife and I discussed the report seriously. We were proud, indeed, of the daughter's progress.

"Wouldn't it be fun," she remarked,

"if the Railway Company made you bring home a report card once a month for me to examine and sign?"

"Yes," I replied, "if the marks were all Ones and Twos and you slipped me a bag of black jelly beans."

As a matter of fact there is very little difference in a student's report card and a trainman's merit record.

"OBEDIENCE"—The respect for all rules and regulations can be determined by a glance at the Credit column and the Demerit column of a trainman's individual record.

"CLEANLINESS" could be determined by the trainman's respect for the rules regarding conduct, conversation and personal appearance.

"HONESTY" covers not only the proper accounting of fares collected. Honest accident reports, honest miscellaneous reports, honest answers to those in authority and honest information to passengers all have an important bearing on the Division Superintendent's estimate of a trainman's integrity.

"DEPENDABLENESS" is determined by the trainman's observance of all safety rules, his courtesy under all conditions but especially when altercations occur. Dependableness is a broad word and may be construed to mean initiative in clearing delays, getting under way, reporting necessary information to the dispatcher, getting witnesses after an accident, avoiding mistakes on trip sheets, register cards and meter cards, reporting to duty on time and operating the car as close to schedule as conditions will permit.

"THRIFT" could be judged from the trainman's power record and his respect for the equipment he uses. The thrifty conductor strives to avoid over-punching a number of transfers each trip and is careful in not wasting trip sheets and envelopes.

"EFFORT" is, of course, the outstanding factor in the making of a successful trainman. In several places in the Rule Book we may read the expression, "The man who fails is the man who quits trying." The effort must be constant. It must be directed toward safe operation, courteous operation and "on-time" operation.

I understand over sixty trainmen, some with previous experience but many without, have been recently added to the Division Four clan. We greet these men sincerely, and I feel confident that, if any question arises concerning the work, the trainmen here will be glad to answer your questions.

The sympathy of Division Four trainmen was extended to Motorman-Operator J. B. Rice when he received word October 5th of the death of his mother at her home in Detroit.

Conductor Frank Reynolds returned recently from a thirty day vacation during which he visited his old friend and ex-conductor, Charlie Munger, in San Francisco. Frank also made a trip to Sacramento and Sequoia National Park.

Motorman G. S. Mattern was suffering with a carbuncle on his neck at the time of this writing.



Annabelle Louise Coughenour. It needs no tellin', folks. Annabelle is just wild about wading in the surf and trying to figure out what the wild, wild waves are saying. The picture was taken at Newport Beach. Annabelle is the two-year-old daughter of Conductor-Operator E. D. Coughenour of Division Four.

Conductor G. E. Kinnison experienced a new kind of thrill one morning recently. The sun had not started to rise when Kinnison boarded a car at Avenue 52 and Monte Vista to come to work. Feeling a little drowsy yet he leaned his head over to take a little nap. The next thing he remembered was the conductor calling "Vineyard!" Did he miss out? Well, he didn't quite make it.

Friday, October 13th, was a bad luck day for Motorman H. Berry. Thieves broke into his home while he was working and took two suits of clothes, a \$75 radio and a pair of sport shoes.

Division Four had a general shake-up October 24th. Thirty new runs were added.

Just as the men started to choose runs word came from the Switchman's Shanty that Switchman E. E. Johnson had been struck down by an auto and taken to the Georgia Street Receiving Hospital. We were glad to learn, shortly after, that "Johnnie's" injuries were only bruises here and there.

Motorman Joe Gascon was trying out a watchman job at the time of this writing.

Motorman E. S. Secrist also tried out a watchman job recently but decided to come back to the platform.

Motormen W. Mathews and J. J. West have accepted jobs as watchmen.

Conductor M. B. Assell has been appointed Extra-Switchman.

to get down here to see any of the boys. Said he would certainly appreciate a visit from any of you. His mail address is Box 234, Roscoe, California, and the house is situated on the corner of Vine-land and Saticay Streets, between North Hollywood and Roscoe.

Conductor S. D. Luckhurst is off for thirty days on a business trip to Seattle, Washington. He will be back on November 19th.

We are very glad to see several old faces among the new men now breaking in. Student L. E. Sausser, upon reporting in the Division, was sent out to break in with Conductor C. C. Cupp. So Cupp and Sausser got together. Ex-conductors Homer Johnson, D. R. (Doc) Hensley, and ex-motormen H. Taylor, O. Short, T. C. Shuler and A. R. Graves are back with us and all are doing fine.

Conductor W. M. Briggs has resigned to take care of his apartment house. All the boys of Division Five join in wishing him the best of luck.

We are all glad to see Conductor Homer Raines back on the job again after a long illness.

Conductors M. C. Aspinwall and V. R. L. Brown, and Motorman George Pape, all of whom have been on the sick list for some time, are getting along as well as can be expected and we are looking forward to seeing them back on the job soon.

Conductor C. L. Walinder, who has been off for almost three months now, was able to be around at the general choice, and while he is unable to work yet, he is picking up every day and says it won't be long now.

Conductor Frank Duncan ran into a mess of tough luck, or rather a mess of tough luck ran into him. He was driving his car to the relief point to make relief on the last part of his run when he was run into by another machine. He sustained three broken ribs and his machine was almost completely wrecked.

While this piece of news will appear in another paragraph we want to make sure that all the boys at this Division will get it. It happened on October 28th, it was a girl and weighed eight pounds and fourteen ounces; named Margaret Rosalie and the proud daddy is Conductor Roy T. Anderson of Division Four. "Andy" before going to Division Four did all his cavorting around here and his many friends here extend to him hearty congratulations.

great pleasure to welcome them back at their posts.

S. Knowles is back and is chief boatswain of the South Transfer Table.

J. D. LaTorre is back in action under the careful guidance of our Paint Shop Foreman, Lee Crump.

Painters R. Sanchez, H. Bonsall, F. Foley, L. A. Taylor, H. Cass and L. E. Morford have their brushes well in hand.

Carpenters J. A. Dye, E. Bob Perry, F. Hunt, J. Moore, A. Malm and F. Domeika are also back into service.

In last month's issue A. L. Davis asked for sixteen good basketball players and got response from two. He wishes to ask for twenty-five more good players and by the law of average should get three more players to make a team.

J. Bickford, Truck Shop Clerk, and H. Lock, North Transfer Table Operator joined forces and spent a week-end at Big Bear.

R. Sloan, of the Winding Room, who has been very careful not to remove his hat in the presence of his fellow workmen, was found out to be a victim of unavoidable circumstances. It seems that his girl friend's father had purchased a pair of hair clippers for economical purposes and just to be obliging Ralph consented to let her practice on him. The result was an extra trip to the barber shop for Ralph where he spent sixty-five cents for adjustments.

We extend our sympathy to Sherman Kriewald, Machinist, upon the death of his father, Paul C. Kriewald, formerly employed in the Master Mechanic's office.

Jimmie Hale, Progress Clerk, has graduated from a Chevrolet Coupe to a Dodge Sedan 8.

C. A. Dennell, of the Electrical Repairs Department, did his good turn last month when he adopted a poor homeless puppy that had wandered into the Shop grounds. Cliff anchored him down with a tow rope and led him away singing, "Who's Afraid of the Big Bad Wolf?"

Our old friend, Joe Schnell, of the Winding Room, not being satisfied with the punishment of having all his teeth out, braved the wild waves off Point Fermin to do a little fishing in a row boat. At first it was great sport to ride the swells and the white caps but after a few hours out Joe experienced what the dictionary does not say about sea sickness. Joe really was so sick that he did not care if the tiny boat sank or not but was so relieved upon landing that he ran and laid down on good old mother earth and refused to be moved for several hours.

Fred Andrews, of the Winding Room, arrived just five minutes too late to see the Royal Scot but that is just one more train Fred has missed. He probably would not have been able to get CLOSE enough anyway.

C. E. Green, of the Winding Room, is back from his thirty day vacation and reports having had a good time visiting relatives back East.

R. Dwyer, of the Winding Room, was off sick two days following his attack on the rear of his garage. Dick, probably having all good intentions of making a



FRED MASON



JACK BAILEY

Well, with the general choice all over, and everybody now used to the new runs, everything is hunky-dory.

Most of the old timers here will remember ex-motorman Harry Bush. We have just received a letter from Harry, who is staying at Roscoe, California. He says he is feeling O. K., but able to see only out of one eye and not able

The loud cheers and clamorous rejoicing you heard last month was the boys welcoming the return of their old friends and co-workers, who at the peak of the depression were forced to temporarily lay aside the tools of their trade and accept minor positions at our various Divisions. We know these boys were much less fortunate than ourselves and it gives us

quick back-out of said garage, got his gears mixed.

P. Carrillo, of the Winding Room, was off sick for one week. "Too much no good," says Phillip.

Famous last words by Ben Bradfield: "Who won the war?"

T. Maguire, Office Utility Man, is back on the job after a few weeks on the sick list.

Painter T. Oglesby still answers on the sick list.

J. Matula, Auto Trimmer, and family enjoyed a week-end at Lake Arrowhead. Joe was greatly pleased with the new high gear road and states that the old Franklin never boiled once on the trip.

Carpenter A. Prenger joined the rank of grandfathers when his daughter, Mrs. A. Grimit, became the mother of a nine and one-half pound baby boy October 23rd. Congratulations to August and the Mister and Missus!

V. Lee, of the Store Department, and wife, becoming air-minded, braved the dangers and the hazardous perils of the Catalina Channel by plane. It took sixteen minutes to make the trip. Although a trifle expensive Lee is justified in not having to buy all the lemon drops on a boat and walking the deck with the wife to stave off that horrid feeling of sea sickness as previously experience.

Our congenial and modest Blacksmith Foreman came to the Shops a few days ago sporting a new Chrysler Sedan. He says it belongs to his son-in-law. We are from Missouri.

The Token Soccer Club had its first workout Saturday, October 21st. Only one new player graced the turf in the person of Walter Jones, of the Winding room. Walter is a promising new goalkeeper. We would like to have a few more good players come out for the coming season.



Motor Coach Division

J. H. McCORNACK

Our new style caps have struck the fancy of the public. Supervisor Dickerman is actually besieged at Fifth and Hill in the evenings.

The shake-up on Melrose went into effect on Thursday, which was L. Kellog's day off on the old schedule. He didn't show up Thursday and the miss-out put him on the bench Friday. Saturday is his day off on the new schedule and is he burnt up on account of missing three days!

C. V. Colman has gone back to operating and picked his usual run on Olympic Boulevard. Maybe his recent trip to New Mexico makes him feel at home out there.

Gimpy Compton has a new name for Stinky Davis. You will have to ask him about it.

L. A. Blevins, who comes from Arkansas, says that the watermelons there

grow so big that they explode and cause earthquakes.

We extend our sympathy to H. M. Owen for the loss of his baby boy, Phillip Charles. The little fellow's premature birth was caused by an explosion and he only lived a few hours. Mrs. Owen is still at the Queen of the Angels Hospital and quite ill.

W. Smith bought two new tires for his car that cost him \$40.00. He is going to trade his car for new ones next time.

J. Dirks has gone into the poultry business.

O. Harrison has been granted a thirty day leave of absence. He is taking a trip to Arizona to rest his eyes and nerves.

W. A. Ellis, who dates back to one of our oldest operators, called at the Division as big as life. The last we heard from him he was in the Government Hospital at Phoenix. Our last letters not being answered we thought he was dead, but he looks swell.

Jimmie Kresge, the former feather-weight and boy manager of Tom & Bob Patrick, expects a match soon for Bob at the Olympic Stadium with Loyd Smith.

J. Lerner got a new cap and startled the whole Division.

B. Towsley has a new pair of slacks for sale. He wore them one day and says that he nearly froze.

Al Brehm has taken up horseback riding to reduce. The horse has lost 50 pounds.

H. L. Deam had to be rushed to the hospital on the 26th on account of an acute attack of appendicitis.

Pop Campbell is on the sick list with a severe cold.

V. H. Miller, of the Green, has returned to work after an absence of seven months. He has been in St. Joseph, Missouri, recovering from a lung ailment.

L. N. Holmes, of the Green, has been awarded the total disability clause of his insurance. He only carried \$1500 but it pays him \$29.00 a month for five years.

O. Obenshain has been off two weeks with the flu.

J. H. Sherwood tells the story that a fare asked for change for a dollar. He

In this picture you will see the cause of those fine William Penn cigars that appeared at the Motor Coach Division. We introduce Olive Berthelle Blevins, daughter of Operator L. A. Blevins of the Motor Coach Division. She was born Oct. 6th and weighed 6 pounds 5 ounces. 16th Street intends to keep its reputation for the prettiest babies. Congratulations and many thanks for the smokes!



gave him ten dimes. The passenger put one in the fare box and threw the rest into the street. We can't understand why he didn't stop and pick them up.

Wedding bells are soon to ring for Bob Bloodgood and that's the reason he is saving his money.

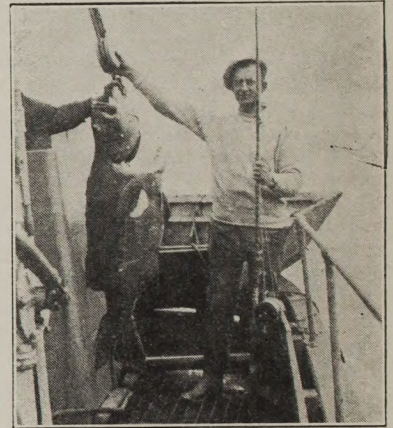
No. 43 cracked up out at the Ascot Racetrack. H. D. Lester says he is going to do his own cracking up from now on.

Stinky Davis is sporting a new Chevrolet Sedan but who is supporting it? Ask some of the S. C. football fans.

Have you heard about the Scotchman who wouldn't give his nationality away?

GARAGE

The new faces at the Garage are H. A. Creager, transferred to us from Division Five, and Wendell Lingford, who have received places on the Second Shift. On the Third Shift at the wash rack the new men are J. McCord, C. Redgray and J. Brooks. Joe Crawford has been transferred to the Second Shift and Wm. Penn and F. Hitchner have been transferred to the First Shift.



This is P. Marsh of the 16th Street Garage Store Room on the good ship Rex with his latest catch, a 125-pound jewfish. H. Gilfillan, please notice.

Homer West is to be congratulated on receiving a cash award for an improvement on White Coach window sashes whereby they can be repaired instead of costly replacements being made.

The Noon Soft Ball League is putting gray hairs on the heads of the commission but both players and spectators are enjoying some real ball. The Clubs have twice been in a three-way tie. Some say the Yankees are $7\frac{1}{4}$ points behind and Shelly maintains that the cup will look good at the wash rack.

Mr. McDonald, of General Motors, generously provided a coach for the boys to drive to Berkeley to see the big game, provided they take his son along and pay all expenses. W. M. Turner, F. Nolf, A. Seyfirth, Bill Wilson, Steen Parker, E. Serabia, N. McNally, J. Marvel and that personality boy L. Bignall composed the party.

Our bowling Foreman, Doyle Rishel, is

plastering pins every Friday evening with Merrill's Plasterers. Doyle has a high game of 197 with a high series of 505 and this team has plastered their name in first place with 18 games played. They say they are not afraid of the Big Bad Wolf so who is going to stop them? After an interview with the Captain let me tell you their secret. It is—hit the head pin first.

Bill Baker purchased a large sack of new crop walnuts from Rancher Dewhirst and put them on the seat of a coach. A few minutes later they had disappeared. O. Adams helped in a diligent search but they could not be found. The next day O. Adams was on the sick list on account of eating too many green walnuts.

As Lucky Rorer and E. Graham were driving to work a car passed them at a high rate of speed and threw a woman out on to the curb. They rendered first aid and sent her to the hospital. Nothing more to be done, they drove on to work and were telling the rest of the boys about it when J. Robison spoke up and said that he got the number of the car. They started to phone it to the police when Lucky recognized the number as that of his own car.

R. Wilding cracked a rib while doing gymnasium work. He says that he is getting so strong that his bones won't hold him any more.

Scotty Crawford and Bill Wilson have been out golfing and all we have heard is "If I had cleared that trap," or "If I hadn't hit that tree."

W. Weberg says they use .22 rifles to hunt big game with up in Canada. The bullet is so large that the only thing that will stop it is a moose.

D. J. Sullivan took the pad from W. Dewhirst's chair and put it on his own. This was four months ago. Walt has been sitting on a hard chair all this time and now claims that during his recent vacation someone has stolen his pad. Says he had one just like Sullivan's.

After nineteen years of faithful service Ace Penny has been talked out of his job as foreman of the grease rack by Lee Bignall.

C. Fletcher has gone back East to take a position as Manager of a Super Service Station for his uncle in Philadelphia.

Joe Gentry says that he has never had a mule kick him but it must be similar to being hit by a Veil.

Tarzan Smith has found out what a cherry flip is. It is done by tripping over Hall's foot and landing in the gravel, after which your back looks like a cherry.

Bob Hester thought the first screen aerials he saw under cars were parts catchers.

Jack Stanfill has resigned to operate a restaurant known as the Dixie Kitchen at 610 East Valley Boulevard, El Monte.

Don't know what the native has been doing but F. Ralphs is taking flowers home to the wife now.

Guess it was just an accident that a cartoon of Caveman P. Wood was put on the bulletin board beside a theatre ad of "Elizabeth Sleeps Out."



F. F. ROBEY

DIVISION ONE

Jim Kennedy was off for about two weeks with something in his eye. But is back at work again.

R. B. Adams has been on the sick list for a week.

E. Angel made a trip to Boulder Dam last week-end. Said he didn't know Las Vegas, it has grown so that he got lost in it.

We hear that the favorite pastime of the night boys is rabbit hunting.

Introducing Louie Kraus, who has been transferred from Division Four Nights to Division One Nights.

Irwin Soter, who has been temporary watchman at the Shops, has returned to his old job at Division One Nights.

H. Bonsall, A. O. Malm and Elijah Perry have been returned to the Shops from Division One Days. And they are all happy.

DIVISION TWO

When it comes to choosing shifts Watchman W. A. Welch knows what he wants but doesn't say why. However, we believe it's because he can spend the most of his eight hours in a chair instead of packing a clock.

George Ramsey, formerly of Division Four, has been transferred to Vernon Yard and when he gets accustomed to the fumes will become a real Car Repairer.

James Lee Sherrill has been transferred from Division One Nights to Division Two and is now acting as relief street inspector.

DIVISION THREE

W. R. Cook has been promoted to car repairing. As soon as he fathoms this work he hopes to get into the Machine Shop just to try his hand on the lathe again.

F. Foley and Geo. Morford have been transferred from this Division to the Shops.

Charlie Unwin has returned back home to Division Three as Watchman. Glad to have you back.

Ed Muse has lost his upper teeth, so he will be on a diet of soups for a while.

Tom Hubbard has come back from Vernon Yard all tanned up.

G. Atkins was home with a bad cold for a few days.

We are sorry to hear that Boyd Walters is in the hospital, but glad that he is recovering from his appendicitis operation and we hope he will soon be back on the job.

DIVISION FOUR

We extend our sympathy to Mr. and Mrs. Carl Schmeizle in the death of their two months old baby, Charles Joseph.

Introducing some new men at our Division: Shelby Brown transferred from Division One and O. Howard from Division Five Nights.

Our congenial Clerk, Clifford Parker, is

now sporting a Studebaker car—says it has run every time he has taken it out so far. Jim Inman says that's far enough.

J. Dye has been transferred from this Division to South Park Shops.

DIVISION FIVE

Otto Schmokel, an old employe, called in to see us recently.

Jack Knight is going in the rabbit business, having bought Olin Dewberry's outfit.

The new men at Division Five are S. O. Boen, F. E. Dudley, Jr., H. E. Steenrod, A. T. Carmichael, W. L. Wintler, L. D. Green and O. E. Schneider.

The following men have been returned to South Park Shops: J. Moore, S. E. Knowles, L. A. Taylor and R. E. Sanchez.



H. I. SCHAUBERT

The sympathy of the Track Department is extended to the family of Bernardo Mena, Yard Janitor, who passed away last month.

Kelly Holmes, like Charlie Harwood, stands out as a vacationist. Charlie, you know, took his vacation in April; so Kelly, not to be outdone, took one in October.

Salvadore Gravino had the misfortune to receive a black eye last month when he walked into a door in the dark. Oh, yeh!

Sam Bevilacqua's wife is rapidly recovering from an operation performed early last month at the French Hospital.

Sam Sommers has returned to the hospital for another operation. An early, and complete, recovery is expected.

Harold Shelford was painfully injured in a fall from the derrick over the well in Vernon Yard. His scalp was badly cut and his neck injured.

Jack Harris and Bill Morgan of the Engineer's Office let Old Man Flu get a decision over them and both had to spend a little time at home.

Claire Hogg, Night Storekeeper, spent an interesting morning inspecting the fast English train when it was parked at Exposition Park. He says that if he had had a good pair of field glasses he might have been able to tell what it looked like.

Ed Fleming furnished a lot of work for the Garage when his machine was struck by another on Florence Avenue. Luckily he escaped injury, as did Jack Baldwin and Pat Jinks who were riding with him.

Leonard Schmidt paid a short visit to the Yard the other day. He looks well.

Mrs. Frank South, alias Mrs. Smith (printer's (?) error), who was operated on in Salt Lake, is rapidly recovering.

The finals for the selection of the "Big Bad Wolf of Vernon Yard" resulted in a draw. "Carnero" Sparks and "Muscles" Fleetwood huffed and puffed and tore each other's shirts off but all to no avail. A rematch is looked for in the near future.