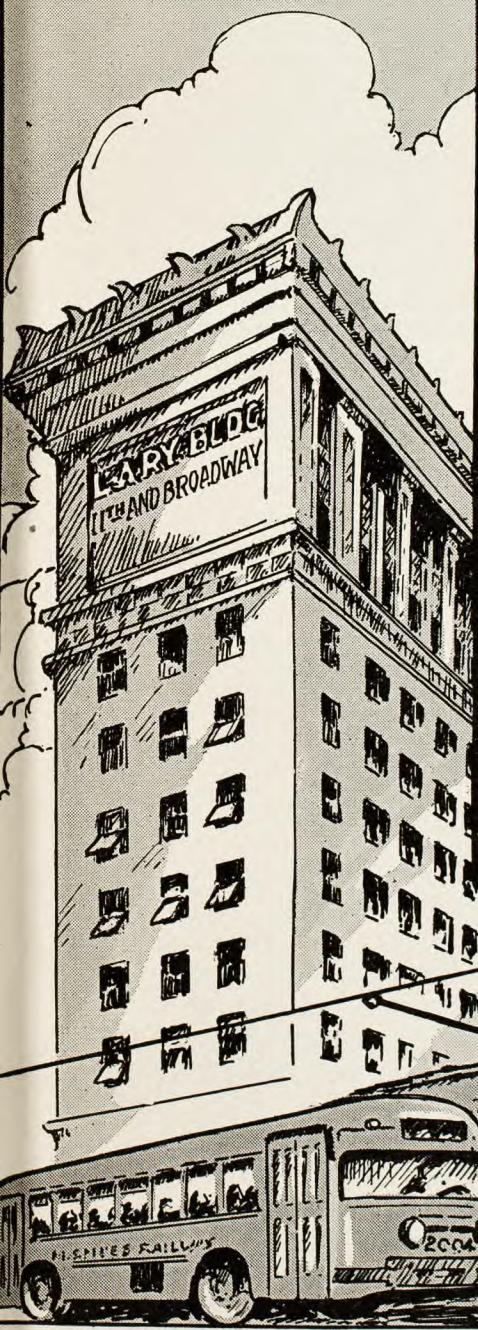


TWO BELLS



Our After Years

It's the little things that count, after all. The kindly deed, the gentle manner, systematic saving—all have their place in God's great scheme for developing our better selves.

The first two are gifts of the spirit, the third is self discipline. All three pay big dividends in the worth while things of life.

Systematic saving stimulates thrift and forethought. There is a great tendency in this country to be careless of the future — to look upon life as a game during the course of which some big stake will be won. In the meantime youth slips by and the man, the wage earner of the family, suddenly realizes that his productive years are about over. He has had for his slogan, "I can always get work" and the chances are that such a man spends all he makes as he goes along. No greater tragedy comes to any man than that moment when he realizes he is too old to get a job.

Systematic saving means the welfare of the family. A man may take a chance for himself, but he has no right to do so for those dependent upon him. Along with a savings account, and of paramount importance to the dependent family also, stands insurance covering accidents, disability and death.

The habit of saving to one who has never saved is very hard to acquire, but once the habit is formed, it becomes a matter of great pride and deep satisfaction, for a savings account gives a feeling of security nothing else can.

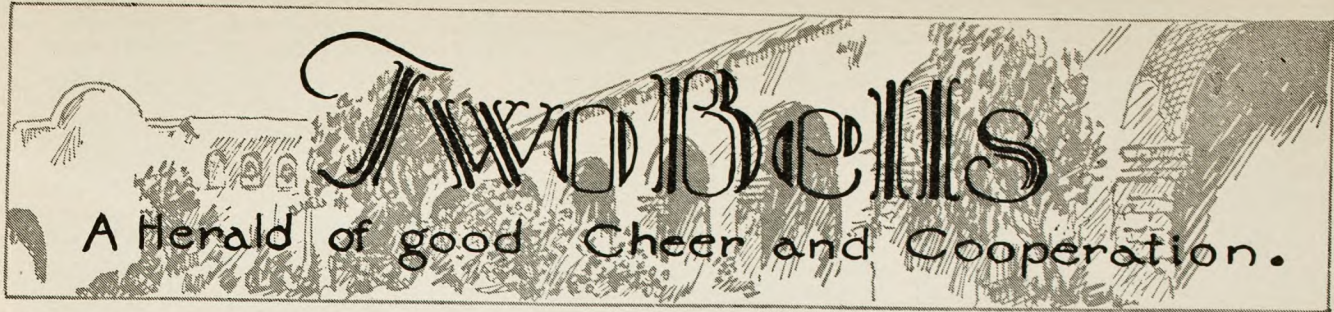
Stand with anybody that stands right. Stand with him while he is right and part with him when he goes wrong.—*Abraham Lincoln.*

Happiness depends more upon the internal frame of a person's own mind than on the externals of the world.—*George Washington.*

Win Friends

Courtesy is one of the greatest invisible assets anyone can possess. It is that virtue which makes the man a true gentleman, for without it he has lost the truth of happiness. Life, as a rule, is not made up of great sacrifices or duties, but of the little things. Smiles and kindnesses and small obligations, given habitually, win friends and secure comfort. If a man is courteous he is naturally happy, and true happiness renders men kind, sensible and thoughtful of the happiness they can share with others.

In train service there are innumerable trying episodes. There are bound to be, it cannot be otherwise. We have a public service to render — let us pledge to do it better than it has ever been done before. It has been said that no thoroughly occupied man was ever miserable. If it is true that there is happiness in activity, then we ought to be the happiest group of men to be found anywhere.



Published Monthly by and for Employees of the Los Angeles Railway

JANET C. MCNEILL
W. T. SHELFORD

Publicity Manager
Editor

A Dollar Saved Is A Dollar Earned

By R. O. CROWE, *Vice President*

A rough and ready philosopher has stated that "the man who spends beyond his income is headed for the jail and the man who spends his entire income is on the way to the poor-house".

If left to our own urge the average of us will not consistently save — money in the pocket burns a hole and is dissipated.

Plans announced by the Company, covering life insurance, health and accident insurance, medical service and provident fund, belong in the category of **savings**, which in the last analysis become **earnings**.

LIFE INSURANCE

The cost of \$2,000 of coverage under this plan is a saving to the average employee of \$2.55 per month. This amount will be greatly increased for those in the higher age groups.

For many of the older employees such protection would not be available at any cost.

While this item is primarily a family obligation, protection for the employee in case of permanent disability should not be overlooked. The privilege of conversion, without examination, should an employee leave the service of the Company, is also an important item.

HEALTH AND ACCIDENT INSURANCE

Wholesale purchasing power applied to **Health and Accident Insurance** shows a material saving in cost of such protection. We all hope that we will be neither sick nor injured but the wise man is he who provides against loss of income and the expense of illness or accident. The saving here in dollars and cents cannot be satisfactorily computed. In

many cases these savings will reach comparatively large sums.

MEDICAL SERVICE

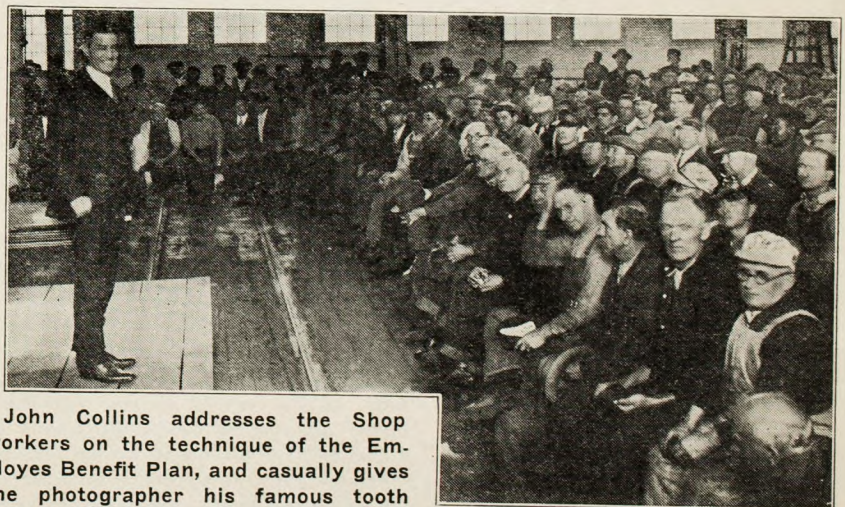
Medical Service is a function which is extremely difficult to operate to the complete satisfaction of all parties. The path of least resistance for the Company would be to leave each employee to provide for his medical and hospital needs at the best bargain he could make for quality and cost of such service. Here again the quantity-buying power is a factor and careful investigation has convinced the management that a cooperative plan ("one for all and all for one") will produce a real service at reasonable cost and that every member of the railway family will be glad to share in it.

Immediate attention in case of serious illness or accident can only be assured by conveniently located doctors. There are many concentrations

of employee residence, widely separated, and this is true of employment activity centers. The present plan contemplates a panel of doctors located according to residence and employment activity needs. Service of specialists and surgeons and hospital care will be provided as needed. The detail of this entire service will be furnished to each eligible employee and spells benefits which can hardly be measured. The greater part of the cost will be borne by the Company.

PROVIDENT FUND

There are very few opportunities for the wage earner to safely invest small amounts monthly and accumulate large returns. Under our plan every dollar invested is immediately doubled, the combined sum invested, the interest compounded and after a number of years the total employee investment will show trebled. The many privileges and advantages and full operating details are covered in printed booklet for employee members. There is no cost to employees, the amounts deposited being **investment**. To the average employee this fund is estimated to show over the



John Collins addresses the Shop workers on the technique of the **Employee Benefit Plan**, and casually gives the photographer his famous tooth paste ad smile.

first ten year period a gain of \$6.50 per month.

EMPLOYEE PASSES

A privilege appreciated when new often becomes a matter of fact "right" as time goes on and perhaps many of us forget that others pay for transportation to and from their employment while we ride free. This item may easily estimate \$3.25 per month. Then too, after stipulated length of service each employee is given transportation for a dependent member of the family. The saving here will of course depend upon the "necessity riding" and we do not attempt to set an amount.

If we are agreed that these savings are in reality earnings then each average employee should add to wage or salary the following amounts

monthly:		
Life insurance	\$ 2.55	
Provident fund	6.50	
Employee pass	3.25	
Health and accident insurance.....	}	
Medical service		?
Dependent's pass		
	\$12.30	

The interest shown by members of the railway family in these plans is deeply gratifying to the management and to those employees who have labored for months to perfect the plan, and augurs well for ultimate success.

WIVES' DEATH BENEFIT

In answer to many inquiries it is announced that the Wives' Death Benefit will continue operation as long as employee members desire and support it.

ESTIMATED WAGES OF TRAINMEN BASED ON TWO YEARS OF SERVICE

Wage Rate	\$0.56	per hour.
Bonus .....	.02	per hour.
Special Awards .....	.01	per hour.
\$2,000 Life Insurance .....	.01	per hour.
Provident Fund .....	.025	per hour.
Free Transportation to Employee L.A.Ry. ....	.015	per hour.

Minimum rate \$0.64 per hour.

In addition to the above, there are privileges and savings accorded such as free transportation for dependents, uniforms at wholesale cost, rates to Catalina, savings through Medical Service Plan, etc., which, though difficult to estimate, have a considerable and real money value.

Transportation Department Now Has Executive and Operating Superintendents

A score and seven years ago, one Sunday afternoon, old Father Time boarded a special car marked "Chutes Park" to join the merry-making crowd, but he little dreamed that his first thrill would start with the street car ride. He experienced more rough stops and starts than could be counted by the whiskers of his hoary beard. The motorman and conductor were literally, perhaps we should say physically, thrown together at the front end — so much so that the conductor refused to take out the car with the same motorman on a later occasion.

The motorman in question, a young man from the wilds of Iowa, was R. A. Pierson, recently appointed Executive Superintendent of the Transportation Department, and his conductor happened to be none other than E. R. Dye, who is now Operating Superintendent of the same department. Old Man Time has again thrown these two men together, but now under entirely different circumstances.

Bob Pierson started with the Company on April 8, 1903 as a motorman at Division One. In order to save wear and tear on the rolling stock he was



R. A. Pierson

appointed Extra Dispatcher on November 18, 1905, and Regular Dispatcher on December 3rd of the same year. In order that he might learn more about the equipment he was appointed Instructor on January 1, 1914. On January 1, 1919 he was appointed Assistant Chief Instructor and on February 1, 1921 Chief Instructor. He continued in this capacity until May 1, 1924, when he was appointed Superintendent of the Merit System. On Sep-

tember 14, 1928 his title was enlarged to Superintendent of Discipline and Merit System. His appointment as Executive Superintendent became effective January 9, 1930, much to the satisfaction of his many friends in the Company, who know of his wide experience and fair dealings.



E. R. Dye

The eyes have it! We are not sure whether it was just another of his whimsical moods or whether he was watching for his chance to make a getaway. In any event the rest of the photo is a true likeness of the new Operating Superintendent, Ernest R. Dye.

To give you the "low-down" we have to take you back to the horse car days in the early 90's when this young Englishman learned enough American vernacular for driving to warrant his naturalization papers. His service with the Company dates back to November, 1899, at Division One as conductor. He left in February, 1902 and was reemployed in August, 1903. This time he stuck and in August, 1919, was made Extra Student Instructor at Division Five. In February, 1920 he was appointed Regular Instructor. He was appointed Superintendent at Division Three in February, 1921. On February 15, 1927, George Ferguson, then Superintendent of Division Five, made an exchange deal with Dye, division for division plus several trained seagulls. Dye accepted and the deal was consummated on the above date, satisfactorily to all concerned.

On January 9, 1930, his present appointment as Operating Superintendent of the Transportation Department became effective.

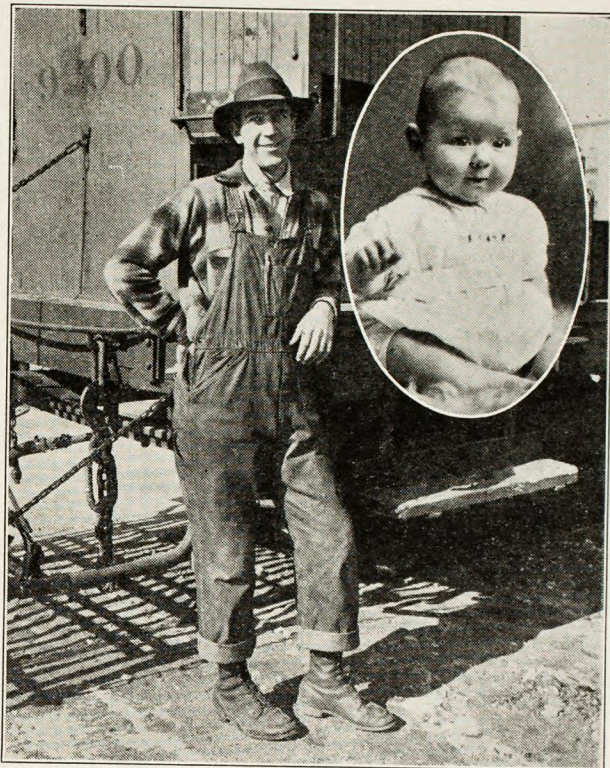
In his new capacity Dye will have charge of the Instruction and Safety Departments as well as many of the problems of the Division Superintendents.

During his lengthy service Dye has made many friends in the Company, and with his ability and experience in the field of transportation he is admirably fitted for the position he has been chosen to fill.

Rodefer Makes Heroic Rescues

Heroism on the part of Conductor B. L. Rodefer of the Track Department saved the life of little Edward Speich, six months old, on December 6th, last, and to add further to his laurels as a hero, a few weeks later his quick thinking and action saved a woman from serious injury and possible death.

Baby Edward was reposing peacefully in his buggy while it stood in the safety zone at Market and Hardy Streets in Inglewood. At this particular spot the tracks were under construction. His mother was busily helping a friend lift her baby buggy over the tracks. Seeing their opportunity to cross they were over the tracks when a work train, headed north, came in sight. A passenger car had passed the standing



Burl L. Rodefer and Baby Edward Speich

buggy with plenty of clearance, but when the work train bore down the track the buggy must have moved nearer the outside rail, as Motorman E. R. Blackwell of the work train could see that his car could not pass. Everything possible was done to bring the train to a quick stop but the right step on which Conductor Rodefer was riding struck the buggy, hurling the child in the air. Rodefer jumped, caught the child and dropped clear of the train, thereby saving the child's life.

The second heroic act was performed on January 6th. Motorman A. W. Vatcher's car was pushing three flat cars loaded with dirt east on Santa Barbara Avenue, with Conductor Rodefer riding on the front end of the first car. When they approached St. Andrews Place, a woman, who had been standing in the safety zone, suddenly walked out on the tracks without any warning. Conductor Rodefer gave an emergency stop signal, made another of his spectacular jumps, and pulled the woman safely to one side. It would have been physically impossible for the train to have been brought to a complete stop before overtaking the woman.

Rodefer is a very modest young chap and the information had to be literally extracted from him. Most of

the information, however, was very willingly given by the men who had witnessed the splendid acts, and they

were unstinted in their praise.

In an interview with the parents of the child, they stated that they were very grateful to Rodefer and commended him not only for his timely act but for his gentlemanly conduct during the whole affair.

Rodefer was employed by the Company as Motorman at Division Two on March 20, 1923. Since 1927, however, he has worked entirely in work-train service.

Sunrise Post is Host To 17th District Meet

The auditorium of Roosevelt High School was the scene of much activity on the night of January 17th, when Sunrise Post acted as host to 2,000 people, 1,500 of whom were Legionnaires who thronged the hall to hear many prominent speakers talk on the occasion of the 17th District Meet.

A parade was included in the preliminaries with martial music furnished by the Los Angeles Drum and Bugle Corps, the R. O. T. C. Band and the Sunrise Post Boys Band.

In the line of march were all the posts of the 17th District, two com-

panies of the R. O. T. C. Riflemen and the famous "Ladies from Hell" of the Canadian Highlanders Legion.

Among the prominent speakers of the evening were: District Attorney Buron Fitts; Sheriff Bill Traeger; Councilmen Win Sanborn and E. Snapper Ingram; National Committeeman Bud Gearhardt; State Commander Clarence Kincaid; Area Commander Bob McCurdy; County Commander Charley McGonegal; State Adjutant Jimmie Fisk, and Commanders of the 17th, 18th, 19th and 20th Districts.

The Roosevelt High School furnished the entertainment and the cafeteria did an amazing business in hot dogs and coffee.

Sunrise Post is rapidly stepping to the front and has now received its National Citation for exceeding its membership quota. This citation is considered a very high rating for any post to have, particularly for a young post and credit is due Commander Charlie Thompson and his hard working boys who have made this possible. The post is sending out its last call for charter members right now!

Past Commander Gilmore of Sunrise Post has been appointed Chairman of the Interpost Relations Committee for the 17th District.

Witness Report Reveals Low Ebb of Effort

The January witness report still shows Division Four in its favorite place up in front. But the story the figures tell in general is a tale of woe for all of the divisions, as the average number of witnesses to an accident has been steadily decreasing until Division Four, in first place, now only shows a figure of 6.09.

However, three rousing cheers and a "whoopie" are in order for Division One, the only Division to show it was out to beat the previous month's record.

The relative positions of the Divisions for the months of December and January are as follows:

December		January	
Div. 4	6.54	Div. 4	6.09
Div. 3	6.07	Div. 3	5.73
Div. 2	5.12	Div. 5	4.63
Div. 5	4.82	Div. 2	4.60
Div. 1	4.39	Div. 1	4.56

One cheering aspect of the report is the fact that there were 247 fewer accidents this month than during the month of December. For December there were 1758 accidents, and for January 1511, and there would have been far more cheering had the trainmen made special efforts to procure additional witnesses.



Walter Brown, Assistant Superintendent of Car Equipment, is seen handling title of radio, radio bench and humidifier to E. L. Stephens, retiring Master Mechanic in the presence of numerous coworkers and well wishers.

Before an assembly of several hundred shop employees, E. L. Stephens, who retired as Master Mechanic on January 15th, last, after approximately thirty years of faithful and efficient service, was presented with a beautiful Graybar Electric radio in a walnut cabinet, a walnut radio bench to match and a walnut humidifier cabinet, gifts of appreciation from his many friends and co-workers who wished to show their gratitude to the man who had been their friend and leader for so many years.

Walter Brown, Assistant Superintendent of Car Equipment, made the presentation speech, in which he brought out the achievements attained through the untiring efforts of Mr. Stephens since the early days of 1902, when he took charge of the Mechanical Department, at that time located at Division One. In 1903 and 1904 Division Two was built and with it the shop buildings north of 54th Street. In 1906 Division Three was built and in 1910 Division Four. In 1911 the Paint Shop was built south of 54th Street, and in 1923 the Carpenter Shop was completed. Innumerable improvements were made under his direction, and today the Mechanical Department is fully equipped to handle the requisites of street cars.

Mr. Stephens responded very aptly, thanking the men for their gifts and kind expressions, concluding his talk with an appeal to the men to give

their new superintendent the same loyal support they had so generously given him during his term of office.

A very fitting tribute was injected into the occasion. At exactly 12:20 p.m. the beautiful strains of Auld Lang Syne came over the air from station KFVB, a dedicated tribute to Mr. Stephens, and the personnel of this station also extended to him their greetings and best wishes for happiness in his retired years.

This means that a new registration of voters has begun and in order to accommodate employees who are voters, A. Orton has been deputized to cover the Engineering Department and R. S. Bliss the Operating Department. Beginning February 1st, these deputies will visit the different divisions and departments.

The headquarters of the registrars is Room 405 L. A. Railway Building.

Voters, Attention!

In compliance with the law of the State of California Registrar of Voters of Los Angeles County cancelled all registrations on December 31, 1929.

Auditing Girls Win

The Girls Basketball Team of the Auditing Department met and defeated Desmonds aggregation 26 to 13 in their first scheduled game of the season at Echo Park Playground.

Bulletin No. 17

In spite of the fact that only recently the attention of all trainmen was called to the increasing number of complaints placed against trainmen for discourtesy, we are still receiving altogether too many complaints in regard to the department of our trainmen in their dealings with the public, and in many of these cases, it has been found that the trainman was lacking in even common courtesy in dealing with his passengers.

As has been set forth many times, it is the policy of our Company to demand of our trainmen extreme courtesy even under the most trying conditions, and any trainman who demonstrates in his dealings with the traveling public that he is not in harmony with this policy will not be retained in the service.

P. B. Hill

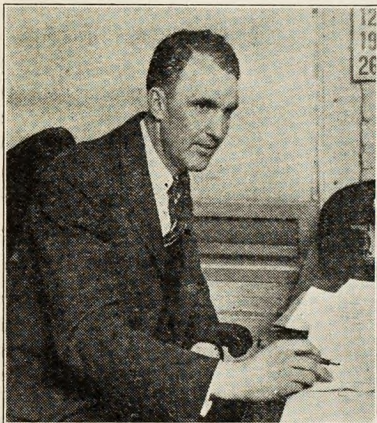
Manager of Transportation.

Changes in Shop Personnel

A noticeable Southern atmosphere pervades the offices at South Park Shops, conversationally speaking, now that H. E. Jordan, Superintendent of Car (excuse us "cah") Equipment, is in charge.

In response to the many requests by the unacquainted for an unblemished likeness of the new superintendent, we managed, after several unsuccessful attempts, to hold him long enough to take a flash. When he was told it was for Two Bells and not the Police Gazette, he consented to let us use it and say anything we might about him—so here goes.

He was born in Tennessee—in Murfreesboro, to be exact, where he spent his boyhood days and attended prep school. Some time later he came to Los Angeles and graduated at L. A. High.



H. E. Jordan

He then took a course in electrical engineering at U.S.C., graduating in 1918. This was during the war, so back to school he went and this time at the Berkeley School for Military Aeronautics, which was a "ground school". Graduating at this school he was sent to the Mather Flying Field near Sacramento as a flying cadet, where he got plenty of practical flying experience and several flying hours to his credit. He was there about eight months and was ready for a commission at the termination of hostilities.

He later entered the employ of the Westinghouse Electric where he went in for more study, this time in the student courses conducted by that company.

He later entered the employ of the Pacific Electric Railway, making tests of their equipment. On April 1, 1923, he entered the services of our Company on valuation work and has been engaged in this and other duties up to the time of his present appointment.

We feel sure that his pleasing personality and unassuming manner will win him many new friends in a very short time and those who know him well wish him success in his new capacity.



W. C. Brown

Inspired by the immortal words "Go West Young Man" we find a small boy who left his birthplace in Dagenham, England to migrate to Canada. After finishing his schooling in New Brunswick he tried his hand at harvesting in the Canadian West, but the Golden West had more of an appeal, so digging down in the pockets of his two-pants suit he paid the extra fare to the land where men were men and you could buy a good five cent cigar for a nickel, or a pint of beer and no questions asked.

And so, Walter C. Brown, recently appointed Assistant Superintendent of Car Equipment, really needs no introduction. He is a real old timer, with service in the company dating back to October 21, 1898—over thirty-one years.

His first job with the Company was on track work. When the Repair Shop at Division One was being erected, he helped put on the roofing. Discovering that California was the "land of little rain" Walter took a chance on working under the roof. Later he worked as switchman at night and then to day work on controllers and general repairing on the ninety-eight cars owned by the Company. As time went on he was made Night Foreman. On February 1, 1904 he was assigned to Division Two Car House as Foreman. On January 1, 1907, a short time after the Shops at South Park were opened, Walter was appointed General Foreman of Shops. When the mechanical departments of Divisions Three, Four and Five opened this work became so extensive that William T. Brown was appointed General Foreman of Car Houses to take care of repairs at the divisions.

During his long years of faithful service Walter has gained a thorough knowledge of all matters pertaining

to shop practices and the handling of large groups of men and his recent appointment will permit him to carry on the work that he has performed for so many years.

Square and Compass Elects Officers

With practically a two-to-one majority vote over his opponent, Phil T. Klingel Smith was literally swept into office of President of the Los Angeles Railway Square and Compass Club at its annual election of officers held in the Masonic Temple on January 18th, thereby gaining the distinction of being the first member to be elected to this important office for a second term. He was President of the Club during the year 1928.

J. H. Miller was elected First Vice President; Dave Mears, Second Vice President; George MacDonald, Third Vice President; C. A. Henderson, Treasurer; D. H. Johnston, Recording Secretary; Julius Blum, Financial Secretary, and A. G. Rex, Marshall.

There was the customary six-thirty dinner which preceded the business session and election.

Degree Team Active

W. E. MacDonald of the Engineering Department and Conductor A. Liff of Division Two received the Master Mason Degree in South Park Lodge on January 28th, which was conferred upon them by the Degree Team.

The Team has been invited to Jordan Lodge to confer the Master Mason Degree on a fellow employee on February 18th, at 7:30 p. m., and also on another employee on February 20th at 7:00 p. m. in Henry S. Orme Lodge. Some very good entertainment is planned at Henry S. Orme Lodge on this occasion.

Stated Meeting February 15th

The regular stated meeting of the Club will be held Saturday, February 15th. Following a short business session several candidates for initiation will be taken care of.

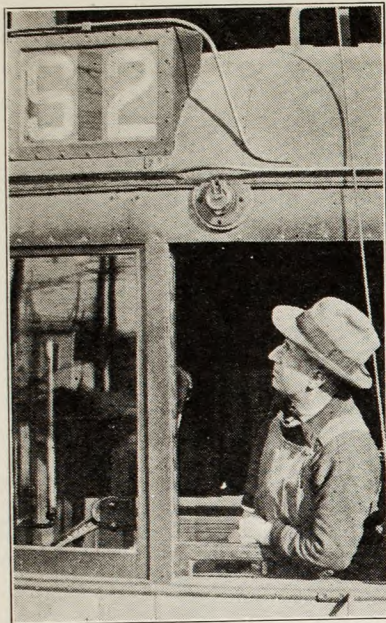
John T. Rees Passes

It is with regret that we chronicle the death of John T. Rees, who passed away on January 4th, the news coming a little too late for publication in our last issue.

Mr. Rees started with the Company as Storekeeper at Division Two on February 2, 1905. On December 1, 1919 he was transferred to the Purchasing Department as Clerk, which capacity he filled up to the time of his illness. He was born in Cardiff, Wales.

He is survived by his wife, son and daughter, who have the sincere sympathy of his many friends.

New Car Sign



No, gentle reader, this is not Noah peering out of the window of his famous ark, but Foreman F. F. "Doc" Robey, Division Two Mechanical, consulting diagnostician of B. O. equipment giving the new type of letter sign his official O.K. This roller type sign is capable of making the combinations of letters and numerals and shows what can be done in cases where lines have three or more terminals. It is an illuminated sign at night and is easily changed from the interior of the car. The Engineering Department is making experiments to determine the merits of the sign.



This is little Charles H. Morgan, one year old son of Motorman H. H. Morgan of Division Two.

Fewer Brickbats More Bouquets

The Complaint report for the month of January shows signs of improvement, particularly in the main classification—discourtesy.

This item decreased from 44 in December to 26 in January, a drop of 18.

Other items to show decreases were: Passing Up Passengers, from 18 to 15 and Short Change from 20 to 12.

Fare and Transfer Trouble increased from 53 to 56; Starting Too Soon from 17 to 23; and Miscellaneous from 35 to 45. Carrying Passengers Past Stop broke even with 10 for December and for January; and Dangerous Operation one complaint each for December and January.

The total for December was 198 complaints and for January 188, a decrease of 10.

Commendations Increase

There was a slight increase in the number of commendations. January marked up 54 as against 51 for December, an increase of 3.

Change In Route

Coaches of the Vine-La Brea Line of the Los Angeles Motor Coach Company now operate on La Brea Avenue between Santa Monica and Hollywood Boulevards, instead of Highland Avenue as heretofore.

E. H. Sleeper Passes

The sudden death of E. H. Sleeper, Assistant to the Secretary of the Cooperative Association on Saturday, January 18th, last, came as a great shock to the official family, as well as to his many other friends.

He had been in poor health for the past two years, although he was able to perform his duties right up until the time of his death, which resulted from an acute heart attack.

Mr. Sleeper was a native of Boston and a civil engineer by profession. He had worked on several large engineering projects in the east. He came here from New York in 1908 and for three years was City Engineer of Pomona and from 1913 to 1916 he was superintendent of construction on the outer harbor at San Pedro. On August 1, 1916, he entered the services of the Company.

Besides his widow he leaves a daughter, Mrs. F. A. Nordyke, four sons, John C., Edward H., Jr., Edwin W. and Harold A. Sleeper, who have the sincere sympathy of his large number of friends.

His two sons, Edward H. Jr. and John C., together with his daughter and her husband, F. A. Nordyke, are in the employ of the Company.



The time of the year makes no difference to these two little sun-kist bathing beauties, Jeanette, age six years, and Dora Maxine, age three years, daughters of Conductor R. R. Hayman of Division Five.

Appreciation

To the Cooperative Association of the Los Angeles Railway employees and all others connected with the Company, who so kindly sent flowers and expressions of sympathy, at the passing of my dear husband, I wish to extend my sincerest appreciation and thanks.

Mrs. Damie Lloyd.

* * *

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

Mrs. Blackburn
and family.

* * *

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

Byron Conway,
Mrs. Bob Brown.

* * *

We want to thank our friends for their kind words and sympathy in our hour of sorrow in the loss of our husband and father, Wm. G. Ferguson, and for the beautiful flowers. Also, we want to thank the Cooperative Association for their help and the lovely floral piece.

Mrs. Ethel M. Ferguson,
Mrs. Lucille Ferguson Hayden.

Big Turnout at Trainmen Meets

Hundreds of trainmen took advantage of the opportunity to listen to some very interesting talks by R. B. Hill, Manager of Transportation, R. A. Pierson, Executive Superintendent, E. R. Dye, Operating Superintendent, and John Collins, Supervisor of Safety, in a series of meetings held at the divisions during the week of January 13th.

The first speaker was John Collins, Supervisor of Safety, who substituted his usual safety talk with a brief outline of the Benefit Plan.

E. R. Dye, Operating Superintendent, spoke briefly on the duties that have been delegated to him in his new capacity; that of contact with the division superintendents and trainmen. "I think every fair-minded man believes that his superintendent is most tolerant in his dealings and I realize it is only human to lean a little too far for the man, and I do not doubt your superintendent does that thing. We know he is fair and impartial with you and goes a little beyond the limit to give you the best of it.

"I want you boys to understand, I want to impress upon you very thoroughly, that your superintendent is your boss. His word is final, and if you do not want to live up to the specifications contained in the rule book then it is up to your superintendent to take you out of the service."

R. A. Pierson, Executive Superintendent, sounded an appeal for diplomatic courtesy to be exercised in the handling of passengers.

"In the last issue of Two Bells," said Pierson, "I noticed the number of complaints for discourtesy for the month of December. This makes me heartsick. A appreciate what you boys are up against meeting the public day by day; I realize how unreasonable some of the passengers are with whom you come in contact; how unreasonable some of them are in their reports; and, of course, they state their side of the story. But it seems to me if the men will only use a little diplomacy, complaints could be cut down to practically nothing. If elderly people, children, working men and women, going back and forth to work were extended the same courtesy that you would expect your family to receive, the discourtesy complaints would practically be wiped out.

"We have many men appeal for their jobs after they have been dismissed. They state they can always do better when they are given another opportunity, and we also receive pathetic letters from wives appealing for another opportunity for their hus-

Romancer and His Rails

E. L. Lewis Compares New and Old



bands as there are three or four little children and they are destitute."

Pierson pointed out that the men could prevent a lot of this suffering if they would only pay strict adherence to the rules and remain on the job.

R. B. Hill, Manager of Transportation, touched briefly on the topics of the previous speakers. In regard to the insurance plan, he informed the trainmen that to the man over sixty every consideration will be given by the management.

Referring to Mr. Dye's talk, he stated that the new system should prove a time-saver for the men when anything is wrong, as the superintendent is the boss, the man who is close to the trainmen, and should any man be taken out of the service by the superintendent it is certain that he had it coming to him.

As to courtesy, Mr. Hill said this is one matter that deserves the attention of each trainman. While there is a large percentage of first-class men in the Company, the finest that can be found anywhere in the country, it will be the aim of his department to make the work of the entire body of platform men so outstanding that any man who has remained in the service for a period of five years or longer will have a record that will be unquestioned.

Although a great deal of newspaper publicity has been given to the discovery, during excavation of Olvera Street, of old Spanish coins, dolls, trinkets and sundry other things that recall the early days of California, there is still another object which has recently come to light and one that has played an important role in the early mode of transportation—the old sixteen-pound iron rail used in the days of the horse cars of the "seventies".

A piece of this rail found buried three feet under the ground on Olvera Street where it has been for over fifty years, was removed and presented to E. L. Lewis for his collection, last December.

This rail was laid down in the fall of 1877 and was part of the line that was built from the junction with the original Spring and Sixth Street Line in front of the Plaza Church and routed via Marchessault, Olvera, Macy and Alameda Streets to connect with the Spring and Sixth Street Line at Alameda and San Fernando Streets. Service on this line was started on August 16, 1878—more than fifty-two years ago!

This is the type of rail that was used on all the early street car lines of Los Angeles. It is reposing on the base of the modern one hundred and sixteen pound steel girder rail used on our lines today.



Births

Just so that daddy does not get all the publicity in this issue, Betty Mae, seven pounds of feminine charm, lustily announced her arrival on January 4th at the home of Motorman Burl Lee Rodefer, formerly of Division Two and now working out of Vernon Yard. Mother and Betty are doing very nicely, and we offer our congratulations.

* * *

How's the family? "Growing like a weed," says Joe Le Prohon of the Motor Coach Division Office who became the father of a seven pound baby boy December 31, 1929. The name is Joseph, Junior.

* * *

Congratulations are extended to Conductor and Mrs. E. E. Kunkle who announce the arrival of a six pound baby girl on January 30th. They named her Bonnie Eloise and we don't mind saying Conductor Kunkle is one of the proudest papas Division Four trainmen have seen in many moons. Congratulations.

* * *

Motorman L. Maxam of Division Four became the proud father of a baby boy January 17th. The little fellow tipped the scales at eleven pounds and six ounces. They named him Paul Desmond. Our hearty congratulations are extended to the happy parents.

* * *

Motorman C. Steele of Division Two reported the arrival of an eight pound baby girl at his house on the twenty-second of last month. Mother and babe are doing nicely.

* * *

C. R. Fulton, Mechanical Department, Division Five, is the proud father of a bouncing baby boy, born on January 3rd. Mother and son are doing fine. Congratulations, "Red".

* * *

Conductor Bert Koerner's smile is bigger than ever, occasioned by the arrival of a baby girl, Frances Roseley, on January 11th. Mother and baby are doing fine and proud papa working every day. That's number one for Division Five.

* * *

"It's a girl," said Conductor John Field as he threw his burly frame in front of the office window on January 13th. When asked what her name was going to be he replied that he didn't have a word to say about that, but had it been a boy, well, that would have been different. That's number two for Division Five.

* * *

Motorman Jim Flynn reports all well in the Flynn family following the

arrival of little Betty Jane on January 14th. Thanks for the cigars, Jim. That's number three for Division Five.

* * *

Boys come last, so Motorman Alex Slovensky's wife presented him with an eight pound bouncing baby boy on January 28th. That's number four for Division Five.

* * *

O. G. Nelson of Division Three is the proud daddy of a baby girl born on January 9. The boys say "Thanks for the cigars".

* * *

Conductor R. C. Timmons of Division Three was passing out the cigars, celebrating the arrival of a son, Robert Clark, Jr., on January 16th.

* * *

Conductor L. H. Walton of Division Five, is the proud father of a seven and one-half pound baby girl, born on January 28th. The little lady has been named "Betty Fay".

For Sale

3-Grave Lot, Evergreen Cemetery, desirable location. \$100 cash or \$125 terms. All curb property. Also, 5-Grave Lot, Inglewood Dahlia plot. All curb. \$350 cash or \$425 terms. F. E. Sparks, Conductor Division Three.

Gambel Quail—or will trade for Bob Whites. 5235 Sierra Villa Drive, Eagle Rock.

Gas Range — good, \$15, S. E. Knowles, Machine Shop, South Park.

Camping Trailer, small two-wheel, \$25. M. E. McCune, Machine Shop, South Park.

Chevrolet Roadster, 1927 model, overhauled, \$200. A. Clinton, Machine Shop, South Park.

Baby Buggy, new—very small. \$10. H. M. Thompson, Truck Shop, South Park.

Tenor Banjo, lights inside, cost \$50. Bass Drum and foot attachments, \$22; small Ukelele, \$2.50, all for \$35. R. M. Blaze, Truckman, Shops, South Park.

Essex—1927 Coach. Will sell reasonable. Motorman F. O. Hebert, Division Three, 325 Newland Street, City.

Elgin Watch, 19 jewel, adjusted five positions, lever set, good as new, \$25. G. G. Scott, Room 806 L. A. Railway Bldg., or call VERmont 6789 after 6 p. m.

Dentist: "Do you use tooth paste?"
Freshman: "No, sir, my teeth aren't loose."

Jones: "A fellow wrote me a letter saying he'd shoot me if I didn't keep away from his wife. I'm terrified."

Smith: "Why don't you keep away from his wife?"

Jones: "He didn't sign his name."

Larys Break Even In Basketball

In the first scheduled game of the Municipal Basketball League, Major Industrial Division, Section C of the Los Angeles Department of Play-ground and Recreation, the Lary basketeers met and defeated their old rivals, the Los Angeles Motor Coach team on January 16, to the tune of 22 to 17.

On January 20th, however, the tables were turned in the game with the Pacific Mutual. This resulted in a score of 36 to 24 in favor of the policy get-ters, and on January 27th they met further defeat in a tangle with the Southern California Telephone Company's representatives to the tune of 37 to 10.

All scheduled games are being played at the Sentous High.

The standing of the league as of January 31st, is as follows:

	Played	Won	Lost	Pct.
"1630" Club	3	3	0	1.000
So. Cal. Telephone Co.	2	2	0	1.000
Pacific Mutual	3	2	1	.667
Hipolito Screen Co.	3	2	1	.667
Geo. Belsey Co.	2	1	1	.500
Lary Motor Coach	3	1	2	.333
Joannes Corp.	3	0	3	.000
L. A. M. C.	3	0	3	.000

The game on Monday, February 3rd, between the Larys and Joannes Company, resulted in a victory for the Larys, 13 to 4. This brings the Larys average up to .500.

Question "What is etiquette?"
Answer: "Saying, 'No, thank you' when you mean 'gimme'."

Pat took his wife to the theatre for the first time. They arrived rather early, and she was very interested in everything about them.

Nudging Pat, she whispered, "What does that word 'asbestos' mean across the curtain?"

"Be quiet," said Pat, "and don't show your ignorance. That's Latin for 'Welcome'."

"Will you give me something to help the Old Ladies' Home?"

"What, did they get out again?"

Teacher: "What is the interest on a thousand dollars for two years at 2 per cent? Abe, pay attention!"

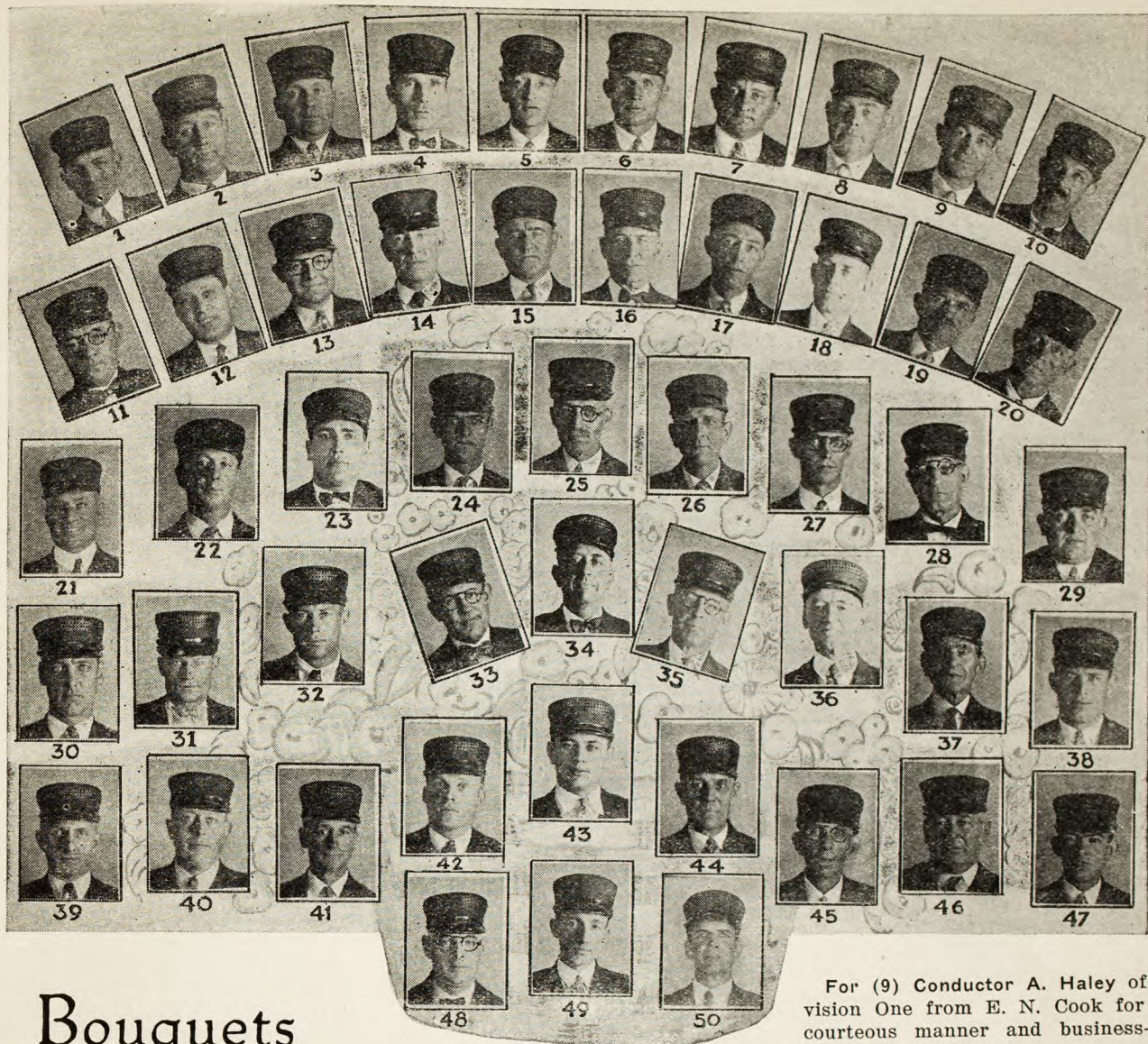
Abe: "For 2 per cent, teacher, I ain't interested."

Rheba: "What is the difference between a soldier and a Mack truck?"

Sheba: "I don't know, I've never been kissed by a Mack truck."

"Why are we so late, conductor?"

"Well, the train in front was behind, and this train was behind before besides."



Bouquets

For (1) Conductor A. J. Hathwell of Division One from Mrs. Rebecca Aguirre for his tact and patience in handling difficult situations.

Conductor Hathwell is also commended by Mrs. Zoe B. Shively who states in part: "During the past long, trying summer I noticed that he handled his crowds with courtesy and uniform good nature. He is never too busy or hurried to be thoughtful and helpful to his patrons."

For (2) Conductor H. K. Stephenson of Division One from Alice L. Kendergan, who states in part: "This employe's kindness, extremely good disposition and helpfulness on those harrassing days during the Christmas rush were particularly noticeable at that time when almost everyone was inclined to be irritable."

Conductor Stephenson is also commended by Romaine L. Poindexter for being courteous and good natured.

For (3) Motorman C. N. McMullin of Division One from Dr. Clyde H. Wilson for giving helpful service.

For (4) Conductor O. G. McKinzie of Division One from Miss Lollie Johnson for assisting a blind couple from his car and over to the walk.

For (5) Motormen A. L. Chilson and (6) C. C. Rickey, both of Division One, from W. H. Crawford, who states in part: "Two of your men, 1465 and 1719, have attracted my attention as deserving special credit for careful operation of their cars."

For (7) Conductor A. Light of Division One from Mr. W. L. Brent who writes, "I leave my car usually at Wall Street and take your car to ride up to town. It happened this morning I got aboard and discovered I had nothing less than a ten dollar bill, and was about to get off when the conductor voluntarily dropped fare in from his own pocket and even offered me a transfer. All of which I thought was very gracious and considerate."

For (8) Motorman E. R. Rath of Division One from Mrs. Mott for kindness and consideration of his passengers.

For (9) Conductor A. Haley of Division One from E. N. Cook for his courteous manner and business-like handling of his work.

For (10) Motorman G. L. Ker and (11) Conductor L. Rasmussen, both of Division One, from T. L. Roeder for expert handling of their car and for their pleasant manner.

For (12) Conductors J. M. Boehm and (41) G. E. Conkle of Divisions One and Four respectively, from Mr. G. Matthews for their tact and courteousness.

Conductor Conkle is also commended by Mrs. C. Musgrove for his kind and courteous treatment of passengers.

For (13) Conductors X. Bryan and (44) C. W. Melcher of Divisions Two and Five, respectively, from Mrs. Mary Cutbirth for efficiency.

For (14) Wm. Brotherton of Division Four and from Mr. M. A. McMasters for his efforts to render all possible service.

For (15) Motorman F. C. Sommer of Division Two from Mrs. W. F. Bushey for courtesy.

For (16) Motorman H. Gant of Division Two from Mr. E. L. Gill for special courtesy extended him.

Mortorman Gant is also commended by Mrs. F. C. Landry for his skill in avoiding a collision which appeared to be unavoidable.

For (18) Motorman S. L. Wickham and (17) Conductor T. J. Kelley, both of Division Two, from Miss Agnes E. DuBois, who has written in to express her appreciation of the kindness and courtesy shown her.

For (19) Motorman D. S. Pagliasotti of Division Two from Mrs. Thomas McCarley for his desire to be of assistance to his passengers.

For (20) Motorman F. McQuish of Division Two from Mrs. A. Kenworthy for courtesy and strict attention to his work.

For (21) Conductor C. F. Fitzgerald of Division Two from Mrs. T. A. O'Connor for the kindly assistance he rendered to a blind passenger.

For (22) Conductor W. H. Laing of Division Two from Wesley M. Barr, who states in part: "I don't think I have ever seen an example of more courteous conduct by an employe of a public service corporation than I saw this afternoon, Conductor 2406. I had no particular dealings with him myself but merely stood on the rear platform and could not help but notice his courtesy, geniality, and desire to give all possible assistance."

For (23) Conductor J. C. Kingsland from Mrs. E. Anderson for being good natured and courteous under trying circumstances.

For (24) Conductor S. Brash of Division Three from E. J. Bacon, Safety Supervisor, the Pacific Telephone and Telegraph Company, for being courteous and looking out for the safety of his passengers.

For (25) Motorman B. G. Belman of Division Three from Mrs. Rose, who has written in as follows: "This motorman was very courteous and obliging, and I appreciate very much his thoughtful service."

For (26) Conductor J. W. Justis of Division Three from Sara E. Smith for his courteous manner.

For (27) Conductor V. E. R. Nordquist of Division Three from Mr. John T. Flear for his desire to render helpful service.

For (28) Motorman W. W. Yates of Division Three from Mrs. Nettie Stiefel for courteousness.

For (29) Motorman L. J. Zetwo of Division Three from Nurse Miriam Jean Rollins for the kindly consideration given his passengers.

For (30) Conductors F. D. Millican and (31) A. O. McNair both of Division Three from Mrs. Rosine K. Drees for capable management of their cars.

For (32) Motorman A. W. Broward of Division Three from Mrs. John C. Whitmarsh for going out of his way to perform an act of kindness.

For (33) Conductors E. E. Fogle and (50) G. H. Drinkwater of Divisions Three and Five respectively, from Mrs. M. V. Halsey for their courtesy and thoughtfulness.

For (34) Conductor W. Jennings of Division Three from Mrs. P. P. Everett for being pleasant and obliging.

For (35) Motorman H. Pemberthy of Division Three from Genevieve C. Wilson for courtesy.

For (36) Conductor W. S. Shields of Division Four from Bertha Horton for being considerate and accommodating.

For (37) Conductor R. M. Garner of Division Four from Miss Georgia I. Lefmann for the kindly consideration he displays toward his passengers.

For (38) Conductor L. C. Whitt of Division Four from Mrs. J. T. Carroll for assistance given her in reaching the right destination.

For (39) Conductors A. B. Chambers and (40) S. T. Cooper, both of Division Four from Nurse Miriam Jean Rollins for courtesy.

For (42) Conductor H. L. Holman of Division Four from Mrs. C. A. Norlin for looking after the safety and comfort of his passengers.

For (43) Conductor R. R. Hayman and (46) Motorman L. C. Hescocck, both of Division Five, from Mr. C. Denzil McClure for using excellent judgment in an emergency and for expert handling of their cars.

Conductor Hayman is also commended by Mr. E. Anderson for unflinching courtesy under the most trying conditions.

For (45) Motorman J. W. Cowden of Division Five from Grace Sparks for courtesy.

For (47) Conductor R. W. Lee of Division Five from Mrs. G. Costillo for the kindly assistance he rendered her recently.

For (48) Conductor J. C. Clarke of Division Five from Mrs. Allin for looking after the passengers' comfort.

For (49) Conductor W. A. Walsh of Division Five from Mr. George Savoie for being courteous and obliging to everyone.



"Handsome" Charlie Plume of Vernon Yard, who has so bravely withstood the attempts of Cupid to pierce his iron heart these many, many years, has finally fallen prey to Dan's unerring aim. Although Charlie marched to the altar on December 19th with unflinching steps, it was not until late in January that he had gained sufficient fortitude to break the news to the boys in the Yard.

May peace and plenty be with you and all of yours in the few short years before you take your pension, Charlie.

* * *

H. F. Sawyer of the Motor Coach Division started the New Year right by getting married. His wife was formerly Miss Priscilla Cleghorn of this city. They are honeymooning in Casper, Wyoming.

* * *

To begin with, it's all said and done for Motorman Floyd Zeiger of Division Four. Floyd informs us that on January 17th he was married and that the lucky lady was Miss Hannah Frances Byerly, formerly of Rocky Ford, Colorado. Many of the boys around Division Four thought he was married last summer which was all a joke with Floyd but this time the joke is on the boys and we all wish Mr. and Mrs. Zeiger the best of luck and happiness and extend our heartiest congratulations.

* * *

J. W. Martineau, of the Electrical Repair Department, South Park Shops, the most exclusive and debonair young bachelor has at last acquiesced to the propelling urge of matrimony. Frenchie, as he is known by the boys of the Electrical Department at the South Park Shops, and his bride spent two weeks honeymooning at San Diego. Thanks for the smokes and may we extend our hearty congratulations and best wishes.

* * *

Harry P. Casebier, Conductor of Division Two, and Miss Arline Quarton of Anaheim were married in that city on the thirteenth of last month. After a short honeymoon in Santa Barbara they returned to Los Angeles to make their home. Congratulations.

* * *

Burt Skinner, Conductor of Division Two, and Miss Billy Klava were married on the twentieth of January and after a weeks honeymoon Burt returned to work. Shortly after the first of the year Burt purchased a spiffy new Oakland sedan. We also want to thank him for the high-class smokes he passed around and wish the young couple all kinds of luck, etc.

* * *

This must be Conductors' Month. D. C. Kincaid, also a Conductor of Division Two, and Miss Laura M. Garcia were married on the twenty-third of last month. D. C. was going to keep it a secret but such things will out. Congratulations.

* * *

Conductor F. M. Riley, of Division Two, was the first one to enter the marriage bark this year. He climbed aboard on New Years Day. Congratulations, F. M.

Be A Booster

If you think your company best,
Tell 'em so!
If you'd have it lead the rest,
Help it grow!
When there's anything to do
Let them always count on you,
You'll feel better when it's through,
And that's so!
When a knocker from afar
Comes along,
Tell him who and what you are
Make it strong!
Never flatter, never bluff,
Tell the truth, for that's enough!
Be a booster, that's the stuff,
Don't just belong!

—Exchange.



Division One

H. N. COLE

During the cold snap a heavy coat of frost on his walk caused Motorman I. T. Schuler to fall backward on the steps, painfully injuring his back. He is again on the job and feeling fine.

It was raining. Motorman George Arnold was waiting for the signal to change at Seventh and Broadway. He saw a half-smoked cigar near the curb. George ran across and plucked it. A ripple of laughter filled the air. George wiped his window with the cigar. His vision was much better. The laughter ceased suddenly and George gave them the ha ha.

Mrs. L. Burnett, wife of Motorman Line-Instructor L. Burnett was seriously injured about two weeks ago when her machine was overturned by a hit-and-run driver.

The "R" Line has claimed another victim: Motorman John Henschell has bid in a run on that line. Both John and his Conductor Line-Instructor Harry Cormier are doing well.

Cash receiver J. W. Beight, who is taking thirty days off to recuperate, is improving, and is frequently seen around the division.

We occasionally see Motorman C. Culver walking around the division, but he is still on the sick list at this writing.

Motorman S. B. Sloan is indisposed to the extent that he hasn't been on his run for several days.

Conductor H. I. Frey left his automobile out in the rain, and when he started home that night, it coughed a time or two and sneezed once and it was all over. A few days of clear weather restored it to health, and Frey is very carefully protecting it from exposure now.

Motorman B. F. Higgins, who was unfortunate enough to have his leg fractured some time ago, is frequently seen around the division on crutches, and appears to be improving rapidly.

The sick list still claims Motorman R. T. Steelow. He has been confined to his home for over a month.

For several mornings the 5 o'clock men have missed seeing Conductor J. G. New-

ell. The sick list is claiming him, but only for a short time, we hope.

Suffering from a cold in the head, Conductor J. M. Head is confined to his home.

Listed among the missing are Conductors E. L. Ayers and J. T. Shelton. Both have been on the sick list for several days.

Motorman J. M. Glick is having quite a protracted illness, and has been on the sick list for over a month. We hope to see him out soon.

Motorman G. H. Doyal is reported on the sick list, also.

For several days Motorman R. J. Orphan has been among those absent. Inquiries revealed him on the sick list.

We are glad to report the return to their duties, of Conductors W. F. Alder, R. S. Davis and H. Shorrock, all having been on the sick list for several days.

Verily a wave of prosperity has struck Division One, and a certain man back in Detroit is getting his share of it. As evidence we point to four new automobiles purchased during the last few days by trainmen of this division. Conductor H. W. Anderson has a new roadster and Conductor Paul Cross, Motorman N. J. Tiss and Motorman F. E. Striebel have new Fords, just what style they are the informer failed to state.

Motorman J. S. Peach has just received the sad news of his father's death which occurred in Sinaluta, Saskatchewan, Canada. His father, Steven Stanley Peach was eighty-nine years of age and was a famous civil engineer, having practiced his profession in many foreign countries.

The family of Motorman E. S. Day are all wearing new shoes, and himself included. And the best part of it is they didn't cost a cent. On Saturday, the 25th, Day and his wife went to Santa Ana to a dance given in the Moose Hall. He and his wife won first prize which was an order for fifteen dollars worth of merchandise. They competed with about eighty other couples and were given quite an ovation when they won.



Division Two

H. F. NELSON

Conductor J. G. Frantz has taken a ninety day leave and intends to do a lot of good resting.

Having been on the sick list for thirty days, Conductor C. J. Eisenlord is again back on the job.

Motorman J. A. Godwin is back with us again. Welcome home, J. A. He had been laid up for two years and four months due to injuries received in an accident at 7th and Hope, when an auto struck him while putting up the car fender.

Motorman B. H. Elshire is back again after spending ten days taking life easy.

Conductor E. R. Riley has left the service and is opening a dance hall in South Gate on Washington's birthday.

Motorman E. J. Barey has been working at the Maintenance of Way Department for several weeks.

In looking over the sick list we find Conductor M. B. Whitaker still there. He has been having plenty of trouble with his stomach and is on a spinach and string bean diet.

Conductor G. W. Sterrett is on the sick list and is having some teeth extracted.

While we're speaking of teeth, Scribe Nelson is mightily glad he's handling the news for Division Two this month.

I've always said, "They all come back". W. Hammond is back on the front end after spending several years on the little trolleys that ply between Venice and Ocean Park. J. P. Miller tried farming for over a year and is back on the front end once more. I. H. Stewart resigned with the intention of remaining in Canada for the rest of his days, but three months was as long as he could stay away. He seems to enjoy turning the little crank on the fare box. O. H. Patterson is turning the controller again after being gone for almost a year. C. W. Comstock is home again on the back end, after an absence of several months.

We wish to extend our sympathy to Mrs. R. W. Fowler, whose mother passed away the last part of January. R. W. obtained a weeks leave of absence in order to drive north for the funeral.

Motorman T. R. Anderson was granted a thirty day leave of absence in order that he might return to Comanche, Oklahoma, to visit his parents.

Here's another who wanted to see snow. Conductor P. F. Clark is spending ninety days in Chambersburg, Illinois. It's dollars to doughnuts he doesn't stick it out for the full time.

Motorman M. M. Moore is taking ten days off to try his hand at running a pool-room across from Division Two. We wish him success in his new venture.

Conductor H. Cannon is having a very hard time with a case of double pneumonia. He is at the Veterans Hospital at Sawtelle.

Conductor S. C. Scott is back at work. He had his tonsils removed and was off for nearly three weeks but is feeling much better now.

Conductor F. J. Nimz is still having trouble with his broken arm and has been unable to return to work.

Motorman F. M. Wilson is at the Marine Hospital at San Diego and would like to hear from some of the boys as it is very lonesome down there among strangers. His address can be obtained from the foreman.

Motorman J. W. Bond wrenched his shoulder while lifting a fender and is at home taking life as easy as is possible with a sore shoulder.

Motorman E. W. McCabe is still at home with rheumatism in his hand and wrist.

Motorman A. L. Goodrich is back after a fifteen day rest, which he says he enjoyed immensely.

Motorman W. C. Honey had an ulcer removed from his eye and is getting along fine and expects to be back to work shortly.

Motorman J. M. Kirkpatrick resigned and is now in another line of work.

"Lon Chaney" now signing off until next month.



Division Three

L. VOLNER

Motormen T. J. Edmiston and B. E. Johnson and Conductor E. R. Waas took a several days course of instruction in the new plans that are being formulated by the Company and are in a position to explain anything concerning these different propositions to those who are interested. The more you study and understand the different propositions offered by the Company the more you will want to sign up for all of them.

On account of ill health Conductor C. C. Self has resigned.

Conductor E. W. Ehde is trying out a job as Custom Officer on the border near San Diego.

A ninety day leave has been granted Motorman R. W. Carter to try out on the police force.

With Mr. Harry Tuttle as Instructor, Conductor L. L. Sweet is in the restaurant business. No doubt Mr. Sweet will make a good man in that position and under the tutelage of Mr. Tuttle will know the business from A to Z.

Motorman H. J. Vail is taking ten days vacation sight seeing in the northern part of the state.

Sign of Spring: several of our motormen got a hair cut during the last few days.

The big railroad systems have names as well as numbers for their special trains. Why can't some of our cars? The "Washington Owl", Train Number 64 is called by many of its regular passengers "The Kramer Special" in honor of its Conductor "Isador" J. Kramer. Mr. Kramer says those waiting for his car always say, "Here comes the 'Kramer Special'."

Motorman O. E. Holland has resigned on account of ill health.

After a short visit with friends in Las Nevada, Conductor J. M. Bunker has returned to duty.



Division Four

C. J. KNITTLE

Hello, gang. Looking over the news for the past month it seems to have been a tough one for this division. Accidents increased and we fear, at the time of this writing, the lead we have carried for many months in getting witnesses will pass to another division. But not for long. We don't like accidents, but we do like witnesses.

The Employees Benefit Fund plan went over big with Division Four men and we venture to state the percentage of men who will sign up for the entire plan will be exceptionally high. Conductors H. F. Hames, W. W. Warren and Motormen G. Culp and C. Roach explained all phases of the plan and were glad to answer questions.

Conductor William Sambus has returned from a business trip to New York City and a short visit in Chicago. He says the

sight were wonderful, especially the Rockies on the way back, but he is glad to get away from the snow.

Conductor Noah Allinikov, former leader of the L. A. Hawaiian Quartet, who resigned with his mates some time ago to do professional work, returned to the "back end" but resigned again January 21st to go back to musical work.

Conductor F. U. England who announced the arrival of a baby girl in last Two Bells feels his little daughter did not have quite enough publicity because her name was omitted. Therefore we hasten to announce the little lady will bear the name "Mary Lee".

We are glad to welcome back Motorman D. L. MacDonald who has been on the sick list since December 1st. Mac was severely burned on the face, neck and hands from an explosion of linseed oil.

A young colored boy riding on Conductor J. E. Randolph's "P" car January 15th took a notion to snatch his changer from the fare box and apparently made a successful getaway. Randolph reported it to an officer and when he pulled in an hour or so later two officers were waiting with the lad and changer. It was later learned the boy was on probation for stealing an auto.

The joy that came with the birth of a handsome baby boy to Safety Operator and Mrs. J. Viellenave January 13th was suddenly lulled two days later when the little one passed away. Our most sincere sympathy is extended to the sorrowing parents.

Safety Operator D. C. Neufeld has been granted fourteen days leave to take Mrs. Neufeld, who is ill, to the northern part of the state.

Conductor Dunn of Division Five has accumulated a collection of two hundred and ten different street car tokens. And he isn't "Dunn" looking yet.

Conductor R. McMahon was laid up the first three weeks of January with flu and lumbago. Three days after returning to duty a relapse forced him back to the sick list.

Conductor H. E. Ketchum of the "C" Line reports Conductor E. V. Muckey boarded his car at 5th and Olive not long ago with several scratches on his chin and hands. Muckey explained that he started to feed some pigeons in Pershing Square and a flock of them flew down and literally attacked him. But Ketchum says he still believes they were squirrel bites.

While replacing a trolley through the back window of his Pico street car, Conductor C. V. Jones received an injury which did not seem serious for several days, but with the pain gradually increasing he submitted to an operation January 13th. At the time of this writing he is recovering nicely.

Motorman Z. P. Dempsey was painfully injured January 19th when a hit-and-run driver plowed through a safety zone in which he was standing. The accident occurred at Pico and Vermont. Mr. Dempsey was able to return to work eleven days later.

Conductor J. A. Douglas was severely injured on the "T" Line when his motorman was forced to make an emergency stop as the car was leaving First and Hill. Douglas was thrown forcefully

against a rear seat and received injuries which temporarily paralyzed the lower part of his body. We are glad to say he is recovering gradually and is able to walk a little at the time of this writing.

While dashing out 5th Street to make a relief on "C" Line at 5th and Flower, January 23rd, Conductor C. Shatz fell over the curbing at 5th and Grand with such force that his right hand was severely lacerated, and he is still on the sick list as Two Bells goes to press.

Motorman A. R. Buchanan spent a week on the sick list recently and it was rumored he was laid up with "pink eye". Some one was evidently color blind as "Buck" returned with an eye of a darker hue. Now Mrs. Buchanan appears to be a quiet, gentle woman and buys all her bread, which, of course, disproves any suspicion that Maggie's tactics were responsible so we'll just take "Buck's" word for it, i. e. he hit the wood with the hatchet and—well, goodnight, lads and lassies of Radioland.



Division Five

FRED MASON

Motorman Bill Kenney finally got out from under the snow on his way back from Detroit and arrived in Los Angeles on January 9th. He says he is practically thawed out now and is more than tickled to get back to the land of sunshine.

Motorman I. C. Givens is off on thirty days leave of absence attending to some personal business in Barstow, California.

National City, California, has some attraction for Motorman W. T. Milligan, and he is off for thirty days.

Conductor J. H. Miller, who was shot in a recent hold-up at 114th and Vermont, while on duty, is confined to the Good Samaritan Hospital. He is getting along as well as can be expected and would appreciate a visit from any of the boys.

We regret to announce that Conductor Arthur Openshaw, on his way back from Camp Baldy, on Sunday, met with a very serious accident, his car going over a cliff on a curve in the road, and according to eye witnesses, turned over six or seven times. He is confined in the San Antonio Community Hospital, Uplands, and from latest reports, while his condition is serious, he is expected to pull through all right.

We are all glad to see Motorman Charlie Franek back on the job after a very long illness, during which time he was confined in the U. S. Naval Hospital, San Diego. Charlie says he is feeling fine now, and is working every day.

Most of the boys at this division will remember Tom Bennett who used to be a conductor here. A letter has been received from him from Indianapolis, Indiana, where he is working in a stone mill. He says he has gained twenty-three pounds in weight and is feeling fine. He sends his kind regard to all the boys.

We are glad to say that Conductor J. W. Martin is now at his home after having a successful operation at the Good Samaritan Hospital.

It's going to be a long time before Motorman John Nusko takes a bath, and when he does he's going to make sure that he's stepping on the bath mat. On his last trip from the bath tub he overstepped the mat on to the linoleum, took a sleigh ride, landed on his side, and fractured two ribs. He's getting along pretty well now and we hope to see him back on the job soon—healthier, if not cleaner.

Conductor G. D. Siler has resigned and is going into the vegetable business for himself. We all hope that he knows his onions and wish him the best of luck.

Conductor M. G. Law is taking a trip to Paris, Texas, and will be gone for about twenty-six days.

Conductor T. A. L. Hull has resigned and is now on his way to South America to take up other work. Good luck to you, Hull old man.

Motorman Ernie Blackwell, who is operating a work train, dropped in to see us the other day after parking his train of flats in the yard. He looked very good, too. He was wearing a white sport sweater with little neat cuffs of brown, tan shoes, and a peach of a necktie hanging from the pocket of his sweater—that's Hawthorne style. Started to sing us a Mammy Song, but got off to a poor start, "Heinie" throwing a chair at him and Frank Adams a cuspidor. No hits, one run, two errors. Come again, Ernie.



The Store Department Office recently welcomed a new co-worker in the person of Miss Margret King, replacing Miss Grace Weeks, who has left the service.

There have been a few changes in the personnel of the Store Department, as follows: Ben Bradfield moved to Division Five Store, replacing W. Wilson who in turn replaces O. A. Kiefer as Section Store Keeper at the Shops. Kiefer replaces Bradfield as Foreman of the Store Department.

John Sonnenberg, Carpenter, is another to become a one hundred per cent American, having taken out his citizenship papers.

Bill Thun, Truckman, who has been laid up since November 23rd on account of trying to bruise the nose of an automobile, was down to see us last week on three legs. Bill plans on being back on two feet soon and on the job again.

E. Baker and E. Lendy who made their place of occupancy conspicuous in the Truck Shop this month by being absent on account of illness.

The most recent victim of the "never shave" germ, which has caused so much excitement in the Machine Shop, was found out to be our old friend H. Briggs. We were going to use a checking system to find out who he was but he saved us the trouble by shaving. Thanks.

A. Clinton still answers on the Machine Shop sick list. O. Rivers, Machinist, is also on the sick list.

Ed Brimm, Electrician, has been confined at his home with a stiff neck. He was out in the rain with that Packard again, we guess.

W. E. Jones, who left the service some months ago, is back with us again in the Winding Room. G. P. Wolf is again on the job.

Art Gerard, Electrician, has a new Ford, and how!

Famous last enunciations (by Fred Andrus of the Winding Room): "I'm a dollar short!"



JACK BAILEY

Now that the vacations are all over we can get rested up for next year.

At present we are minus John Oven, Progress Clerk, who was granted a leave of absence for a little recreation. Carl Thun is pinch hitting.

W. Aldrich has issued an unequivocal denial of the report that a certain Oakland he just bought was a pile of junk. He states he paid good money for that hack and he has Mr. Cleland's word that it was a good investment.

On January 3rd Mr. John Holdsworth celebrated his 24th year of conscientious service. The day was spent at his favorite sport of keeping the steady flow of car curtains going through the Shops. His smile and his actions bespeak of twenty-four years more.

L. Berry of the Carpenter Department, honored the boys at the Shop with his presence after catching up with his work at the Main Building.

What was mistaken for a slight quake last week was explained by Bill Skinner, Carpenter, who had the misfortune to loosen a drain valve under a coach, which not only made a great deal of noise but shot forth a season's collection of rust sediment and water, which gave Bill a good start from under the coach. And he would have made it, too, if a painter and his bucket of paint had not blocked his exit. Bill can give you the exact details.

Lee Thomas has been transferred from the Carpenter Shop to the Machine Shop and is making his shekels from iron instead of wood.

GARAGE

On the fifteenth the town of Wilmar received two earthquakes. A slight tremor about 4:15, and a real one around 9:40. Dogs were seen scurrying to safety, houses were shut and blinds drawn, frightened mothers were trying to quiet their children. Church was trying to start his car in the rain!

George Riggs put himself in Fairyland for a few minutes when a tire wrench slipped and hit him on the head. Oh, what a big bump!

Doyle Rishel, our bowling ace, was primarily the cause of his team going into first place last Tuesday evening by putting the first game in the bag with a score of 192.

Most everyone has been to the mountains to see the snow. Among these on the 19th was Glen Cutlip. Finding the roads bad he turned toward the desert near Palmdale for a try at shooting jack rabbits. Glen missed every rabbit he shot at but when out jumped a pretty reddish-gray fox he did not miss.

T. J. Hobson, formerly the pricing clerk in the Auditing Department, paid us a visit the 23rd. He remarked at the growth of our department and thought we were very busy people.

H. Babb has left the gas station to go with the Travelers' Life Insurance Company. H. Pauchert takes his place.

Miss Hizer, the telephone operator, is off, ill. Miss Dema Matherly is the relief operator.

Two telephones are too much for Thomas Casey in his present condition. He tries to answer a call through the board with the dispatcher's phone and wonders why the calling party doesn't talk to him. We wonder if she is a blonde.



J. H. McCORNACK

February 1st ninety-two men received their green badges and new cap numbers. These men have been transferred from the L. A. Railway Coach Division seniority list to the L. A. Motor Coach Company seniority list to operate the Wilshire Line. Seventy-two of them will cover the regular runs and twenty the extra list. Seniority has been fixed according to the date of entering the L. A. Railway Coach Division service. The Wil-

Jesse Doer had to have a cyst removed from the inside of his right eyelid. A slight infection set in after the operation, making it very uncomfortable, but it is clearing up nicely now.

Art Schwab maintains that you cannot set the ignition of a coach out on East Ninth Street without a flashlight bulb and a tow car.

J. A. Rowen burned out a rod on his Nash last Sunday coming down from the mountains. Someone remarked that the climatic change was too sudden.

F. Rowbottom, our Chief Clerk, had the misfortune of having his new Chandler mused up by a drunken driver while parked in front of Jordan Lodge.

M. B. McNally, H. J. Heinz, A. Seyferth, B. Wilson and Jack Savage drove to San Clemente to see the T. A. T. airplane wreck. They found it well guarded but by separating and wearing out the watchmen were able to bring back a few souvenirs.

George Oliver, the radio salesman, called upon some people to sell a radio. When he entered the door he heard music and exclaimed, "You people surely need a new radio," but upon advancing farther into the house he perceived that the head of the family was practicing on his harmonica. He sold a radio to one of the other members of the family.

E. Crocker of Westinghouse had the misfortune of having his Buick sedan burn. He is soothing his feelings by sporting a new "eight".

Harry Bordman, formerly of the Stock Room, was back to shake hands with old friends the 29th.

Extra! Man named Coen throws away valuable ring! Miss Emerson of the Stock Room office lost a beautiful diamond ring. It was later picked up by one of the mechanics and given to O. B. Coen. The men, not realizing its value, planned to plant it in a conspicuous place to play a joke on some one. An opportunity did not present itself and it was forgotten on Coen's little finger. Later in driving down Florence Avenue it pinched his finger so he jerked it off and threw it away. Hearing of Miss Emerson's loss, the next day a searching party was organized, but they were unsuccessful. Later Coen went out alone and found it. Miss Emerson is much happier now.



H. K. CONACHER

DIVISION ONE

H. W. Crevling and wife made a trip to Catalina Island the early part of last month, which was thoroughly enjoyed by them both. Nothing like the salt air to brace a person up, is there, Henry?

George Mawby purchased a lot of new fishing tackle the other day, so now we can all get ready for more of those famous fish stories.

C. Heywood made a trip to Santa Barbara last week, and says that a little makes things look quite different.

Ruel Martin spent last Sunday up in the snow and reports a fine trip.

H. R. Sprague takes pride in the fact that he nearly always wins in a friendly argument, but he takes second place when the opposing party is Al. Wutherick, as Al always has the last word.

DIVISION TWO

We extend our most sincere sympathy to Louie Catello and wife in the loss of their little son, who passed away on January 11th after a short illness.

Mickey McLaren has been off on sick leave for the last month. The boys all join in wishing him a speedy recovery.

We now understand and sympathize with the fellow who said he would walk a mile for a Camel.

Along with the coming of the rainy and cold mornings, came the decision of Herman Tafel to dispose of his open model Lizzie in favor of a coupe of somewhat later vintage with special ignition system and everything.

Al Dorazio lost a few days the earlier part of last month due to an attack of the "flu".

We are glad to report that Jim Griffith has recovered from his recent operation and is back on the job and going strong. Glad to see you back, Jim.

John Pitts, who resigned the latter part of the month has moved back to his old home town in New Mexico. The boys all join in wishing Johnny the best of luck.

After riding to work on a flat tire, Dan Yates has come to the conclusion that a spare on the car is worth two in the garage.

Ben Kutsunai, car cleaner Foreman, is on an extended visit to his former home in Japan.

Frank Long says that when it comes to mud his Ford is THERE! In fact it took him and about half of the personnel of Division Two to remove his Coupe from a vacant lot next to his house where he had so cautiously parked it to avoid getting stuck in the alley leading to his garage.

Sam Cohn was finally forced to spend ten dollars for a new top for his car and for the life of us we can't understand why he didn't spend just a little more and get a new car put under the top. Sam explains this by saying that his is the best one that Henry ever built.

DIVISION THREE

A. O. Roman, formerly of Division One, has been transferred to this division. Glad to have you with us, "Red".

Fred Keller has moved from Hawthorne to Highlands, out of the fog and into the snow.

W. Alport J. Scothorne and a party of friends made a trip up to Big Pines last Sunday where they had a very enjoyable time.

After being stuck three times in one week, W. Wickner has finally decided to give his "Cattle hack" a heavy "C" inspection. That will do the trick, bill.

DIVISION FOUR

R. C. Litz and wife spent last Sunday up at Camp Baldy, where they had a very nice time.

L. G. Lee has traded in his ancient Ford for one that will take him there and also bring him back.

S. Van Amberg, Machinist is at present off on sick leave, but expects to be back on the job in a few days.

Chas. Laffin, Storekeeper, and family spent last Sunday up in the vicinity of Santa Barbara.

DIVISION FIVE

Tom Cosgrove says that after his day's work is done he goes home and in addition to his radio, he has to listen to a piano and two saxophones. You have our sympathy, Tom.

Wheeler Ellis ground the valves on his Chevy every morning last week before coming to work. Evidently he wanted to get there on time.



H. I. SCHAUBERT

"Scotty" Anderson was verra sick for a few days last month, but has become weel enuech to warrk.

As Charlie Ware's hip boots are only the equivalent of Roe VanBrunt's rubbers, he has been placed in charge of a paving repair gang while the rainy season is on. Jack Balwin, who is reported to be an excellent swimmer, is driving the truck for Charlie in the event he falls off.

Bob Gates and Johnny Hagerman are the only foremen who have been affected so far this year with the rainy weather. Bob was washed out while laying the new curves at Avenue 61 and Piedmont; while Johnny was forced to place Charlie Shelton and his excavator up on duck boards on the job at Hawthorne Boulevard.

Two former members of the Lary family are back with us again. McKinney has finished his hunting trip in Mexico and is back in charge of a section gang. Albert Thurman has decided that the new Provident Plan is far superior to the restaurant business, so he is back, too.

The sympathy of the boys in the Track Department is extended to "Blackie" Blackwell on the death of his brother, and to Jack Sleeper, whose father recently passed away.

Axel Weberg has recently completed the semi-annual girder rail cleaning. Have not heard what amount of small change and tokens his men gathered in, but they are always glad of the assignment even if it does mean many miles of walking.

Charlie Kincaid has received word from Frank Griffith that he has finally reached Seattle after many hardships. Sunny Southern California should have its appeal for Frank from now on, as one of the communications from his was written by the light of a camp fire while snow-bound near Grant's Pass, Oregon.

Charlie Roberts, who recently received a badly crushed hand while coupling up cars on the Hawthorne job, is back at work again with all his customary "wim-wigor and vitality".