

TWO BELLS



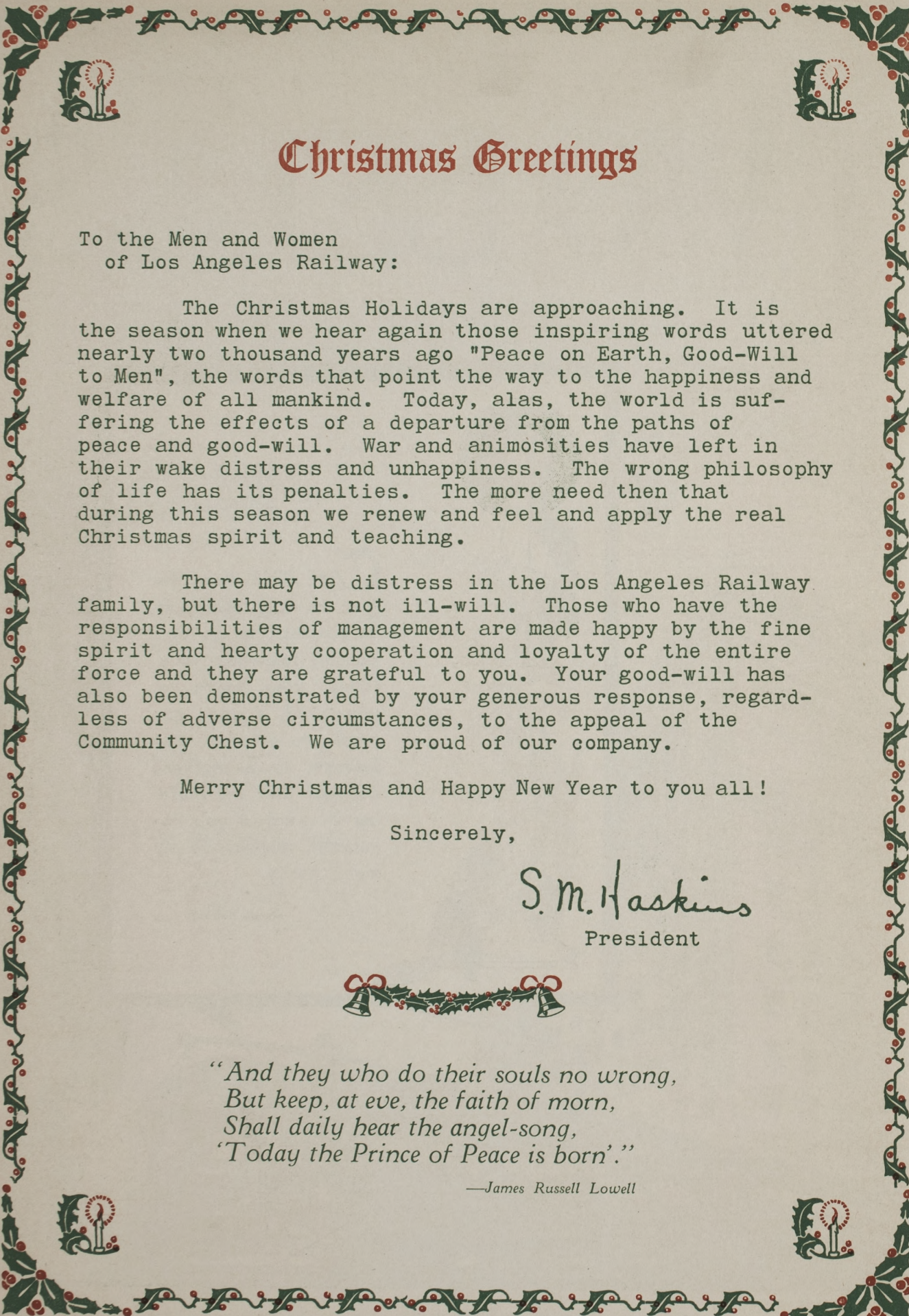


Gifts

THE BEST thing to give to your enemy is forgiveness; to an opponent, tolerance; to a friend, your heart; to your child, a good example; to a father, deference; to a mother, conduct that will make her proud of you; to yourself, respect; to all men, charity.

—F. M. Balfour





Christmas Greetings

To the Men and Women
of Los Angeles Railway:

The Christmas Holidays are approaching. It is the season when we hear again those inspiring words uttered nearly two thousand years ago "Peace on Earth, Good-Will to Men", the words that point the way to the happiness and welfare of all mankind. Today, alas, the world is suffering the effects of a departure from the paths of peace and good-will. War and animosities have left in their wake distress and unhappiness. The wrong philosophy of life has its penalties. The more need then that during this season we renew and feel and apply the real Christmas spirit and teaching.

There may be distress in the Los Angeles Railway family, but there is not ill-will. Those who have the responsibilities of management are made happy by the fine spirit and hearty cooperation and loyalty of the entire force and they are grateful to you. Your good-will has also been demonstrated by your generous response, regardless of adverse circumstances, to the appeal of the Community Chest. We are proud of our company.

Merry Christmas and Happy New Year to you all!

Sincerely,



S. M. Haskins

President



*"And they who do their souls no wrong,
But keep, at eve, the faith of morn,
Shall daily hear the angel-song,
'Today the Prince of Peace is born'."*

—James Russell Lowell



TWO BELLS

A Herald of Good Cheer and Cooperation

Published Monthly by and for Employees of the Los Angeles Railway

Volume Thirteen

December, Nineteen Thirty-two

Number Twelve

JANET C. McNEILL

Publicity Manager and Editor

Chest Fund Returns Generous

The remarkable showing made for the Community Chest Fund by the employes of the Los Angeles Railway testifies to the fact that they are not only grateful for their jobs, but are willing and anxious to help others less fortunate.

Here is the final Community Chest statement showing subscribers, pledges and cash received account Los Angeles Railway quota to and including Wednesday, November 16, 1932. The Campaign started October 17th:

| Department | Employes | Subscribers | Pledges | Cash |
|---------------------------------|--------------|--------------|--------------------|-------------------|
| Division 1 | 506 | 512 | \$ 1,505.50 | \$ 111.00 |
| Division 2 | 368 | 370 | 1,602.00 | 205.50 |
| Division 4 | 435 | 437 | 1,231.50 | 117.00 |
| Division 5 | 475 | 479 | 1,438.60 | 328.10 |
| L. A. Motor Coach Co. | 305 | 304 | 1,300.75 | 12.25 |
| L. A. Ry. Motor Coach Div. | 158 | 161 | 812.50 | - - - - |
| Mechanical Dept. | 635 | 603 | 1,900.50 | 229.50 |
| Engineering Dept. | 279 | 437* | 1,461.50 | 144.50 |
| General Office | 303 | 311 | 2,171.00 | 580.75 |
| Final Totals 1932 | 3,464 | 3,614 | \$13,423.85 | \$1,728.60 |
| Final Totals 1931 | 4,084 | 4,048 | \$13,502.00 | \$3,018.50 |

*158 of this number are Mexican laborers, all of whom gave on an average of \$2.50.

Supt. Owens Improved

Superintendent J. G. Owens' many friends in the company will be glad to know that he is very comfortably situated in Tucson, Arizona. He already is feeling better and has great hopes for complete recovery, though it may take some few months.

Renewals

The special work at Sixth and Alvarado has been renewed and also the crossway at Sixth and Vermont.

Shifting Gears on a Street Car

By WM. T. BROWN

General Foreman of Car Houses

(Seventh Article of Series)

(It is understood in this article the writer has used simple mechanical analogies and has made no attempt to go into technical explanations—EDITOR.)

A few days ago I received a telephone call from the dispatcher that there was a car at First and Hill Streets with a broken axle.

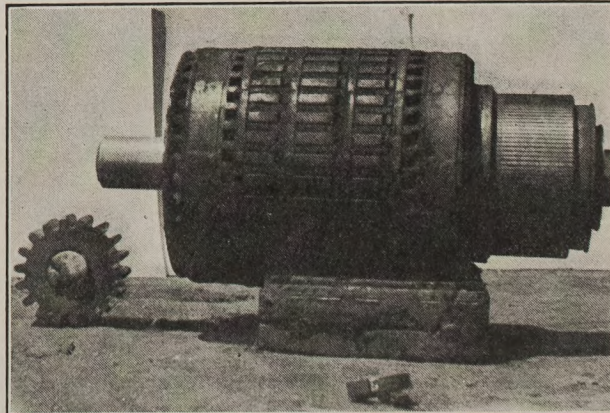
Finding no car, or evidence of a broken axle at this point, I learned from the dispatcher that the car had been taken to Division Three with a broken armature shaft, and did not have a broken axle.

To those who are not familiar with a broken armature shaft, the accompanying illustration will describe it clearly.

The shaft usually breaks at the pinion in about the same manner as an axle breaks at the car wheel.

A car with a broken armature shaft will usually run in one direction, but will be quite noisy. It will seldom run in the opposite direction as the pinion

Merry Christmas and
Happy New Year
from Two Bells
to its readers.



Armature
With
Broken
Shaft

will probably jam in the gear case, lock the wheels, and sometimes break through the gear case and fall into the street.

Even though the car may operate with a broken armature shaft, the motor should always be "cut out" or the armature will develop excessive speed and damage its winding and field coils.

We went to Division Three and found the car had arrived safely, but without the pinion which had broken through the gear case and fallen into the street, derailing another car.

To some, broken armature shafts like broken axles, may seem one of the things that are a part of railroad-ing, and are bound to happen occasionally, nevertheless, they are a cause for concern to the Engineering Department, as they not only disrupt schedules, but have an element of danger as evidenced in this case, especially if another car had been passing at the time of the derailment.

Naturally the question arises—"What causes broken armature shafts?" No one to my knowledge has yet found any one single cause. In fact, there are differences of opinion on this subject. Personally, I think there are several things which contribute to it, only one of which I shall mention at this time.

Much has been said about "Fast Feeding," "Rapid Acceleration," etc., and much good has been done by the Instruction Department along this line, therefore, I shall leave them to deal with it, and confine myself to the one contributing cause, referred to above, that of, "Improper Acceleration."

Let me again repeat, these articles are not written for instruction, or with the least intent to criticize, but to relate some of my long and varied experiences which might be helpful in improving car operation and reducing maintenance costs.

The accompanying diagrams may be helpful to more clearly understand my meaning:

FIGURE 1. Shows a two-motor car in series position, or on 5 points, using a K-11 controller for an example. Space does not permit a complete description of the series connections, but it will be noted that if there were 500 volts at the trolley, each motor would receive 250 volts, which would be half the voltage, or pressure to each motor, this gives the car half speed.

FIGURE 2. Shows one motor cut out, the other motor changed to full voltage. This takes place about midway between the 5th and 6th points and would still drive the car at about half speed.

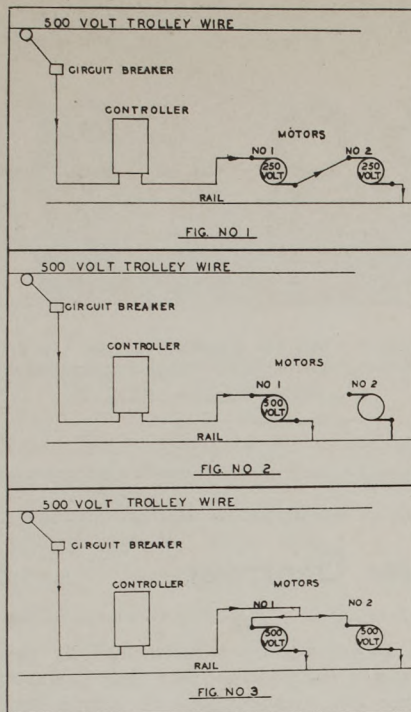


Diagram of Motor Circuit of two motor car with K-11 controller. (Note—500 volts assumed for illustration purposes only.)

FIGURE 3. Shows the motors in parallel or on the 6th point, each motor circuit receiving 500 volts, and as controller is advanced to 9 points, cutting out resistance on each step, the car is accelerated to full speed.

To make my point more clear, let me refer to something with which most of us are more familiar, the running of an automobile.

Watch the fellow who wants to make a quick get-away at a signal, does he just get his engine turning over and shift into high gear, no, he will use low, then second, and develop a good rate of speed before shifting to high. Most of us are familiar with the bucking that used to occur when we shifted into high too soon, when we were learning to drive.

This is the point I am emphasizing. Passing from series to parallel is shifting into high, and if sufficient speed is not developed before this is done excessive mechanical strains are set up in the equipment.

These will be taken up in a future article in which these diagrams may be helpful.

Eagle Rock Job Finished

The Track Department has just finished the work of widening the street crossings on Eagle Rock Boulevard between Westdale and Merton Streets.

Interesting Talks at Foremen's Meet

At the November Foremen's meeting at South Park Shops, acetylene welding was the chief topic and was very ably presented by Guy D. Atmore, guest speaker. Walter C. Brown presided at the meeting.

Mr. Atmore's talk was informal; he spoke on oxy-acetylene welding—its uses, hazards, etc. He covered the manufacture of oxygen and gave in detail the method of manufacturing the cylinders which is very strictly regulated by the Interstate Commerce Commission.

He explained how to turn on and burn acetylene and oxygen through the torch to get the best results and how to detect a neutral flame which is necessary in order that the metal will not be brittle. He also explained the mechanical structure of the acetylene regulator, the flash arrestor, etc. He called attention to the fact that when the regulator "hums" or "sings," there is nothing wrong with it as some think, this is just a sign that it is working 100 per cent perfect. Mr. Atmore sounded a warning to workmen against getting any oil on oxygen connection of the regulator.

The "why" of the use of flux in welding was made clear by Mr. Atmore and he also stressed the importance of the relation between pressure and the thickness of the metal to be cut by the use of hydrogen.

Airbrake Foreman John Cook gave a detailed explanation of the air piping and appliances on car No. 1201 and the effects of various applications of air. He illustrated his talk with a map in colors.

Cy Watts, Foreman of Car Wiring, gave a talk, illustrated with a detail map in colors, on the electrical wiring and appliances of car No. 1201. He also showed the difference in wiring from the old style cars. He laid particular stress on the safety features of car No. 1201 which has been re-built for one man operation.

Square and Compass Annual Election

The next meeting of the Square and Compass Club will be held on January 21, 1933. The annual election of officers will take place at this meeting. All members are urged to be present.

Holiday Greetings

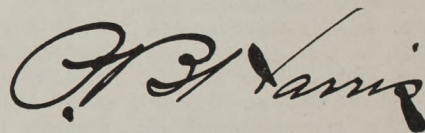
To All Members of Our Railway Family:

AS ANOTHER year draws to a close, I wish to take this opportunity of expressing my appreciation to the members of the Los Angeles Railway organization for their whole-hearted cooperation and loyalty during the past trying year.

In the face of unparalleled losses of passenger revenues, the company has been forced to retrench in every possible way. The steps toward much of the retrenchment program have been taken reluctantly by the officers of the company and only because of dire necessity.

The New Year will soon be upon us and unquestionably we still face a hard struggle. However, I firmly believe that every employe now has a better appreciation of the problems of our company and that we will all go forward in a spirit of loyalty of such strength that we will overcome our difficulties.

To all members of this organization, I wish a very Merry Christmas and may 1933 bring happiness and prosperity to each and all of us.



General Manager.

Christmas Mail

Anticipating the usual congestion of Christmas mail, Postmaster P. P. O'Brien calls attention to the advisability of early mailing of parcels which are wanted to arrive at their destination in time for the greatest of all holidays. "Do your Christmas shopping so that you can mail your gifts, greetings and letters at least a week or ten days before Christmas," is the injunction issued by the Post-office Department at Washington.

Christmas falls on Sunday, December 25th, and the Postoffice has sent out a notice that it will be closed on Sunday, December 25th, and Monday, December 26th.

A reasonable optimist is the man who thinks the brickbat is meant for someone else, but dodges it just the same.

Values

By JOHN C. COLLINS
Supt. Meter-Mileage Department

Many motormen have said to me: "I am as good a motorman as some of those who are above the "bogey" and I work hard every trip to get in the black—go home at night all tired out, but still in the red."

The men make a slight mistake when they work hard to get in the black. This hard work is keeping them in the red. They are tired out by the worry and strain due to the hard work.

Correct operation is the easiest possible way of doing our work and the hard workers who have seen the light and have converted from red to black will testify that they now finish the day's work with less effort, and a good night's rest puts them in condition to start the day with the antici-

pated pleasure of beating the record of the day before, instead of starting it fearful of the result.

Not long ago two motormen said to me: "If a man doesn't know how to operate a street car after working at it from ten to twenty years he should quit and do something else."

These men know how to operate a street car but overlook the fact that their own feelings of anxiousness or fear are transmitted to the car. It is true they have been on the job a long time but they have been with themselves a much longer time and did not learn self-control.

When we started the campaign for correct operation the main thing in the minds of the Instructors was to instruct a man to develop his powers

of observation and analysis so he can sense conditions; his power of reason so he can arrive at a logical decision as to what should be done; and above all, to strengthen his character so he will willingly accept the responsibilities of his own acts instead of shifting them to his over-worked under-study—"Alibi."

Correct operation replaces slow, uneven, slovenly, or reckless operation by alertness, economy of action, precision and effectiveness, in an endeavor to strike a balance between careless operation and reckless operation.

The mechanical phase of operation does not change. Conditions are constantly changing. But a man who gets a new run, even on a different line, if he pays attention to the traffic signals, should be in black or very near the "bogey" within three days.

Take the short block on First Street between Broadway and Hill, westbound, as an illustration. As the car rounds the curve into First Street the motorman sees ahead of him to Hill Street, an open block with signals; stalled automobiles blocked by signals; or moving automobiles clearing the signals. There are many possible combinations.

One man, regardless of conditions, always feeds to full speed using one k.w.hr. to run the block, and, without doubt, he will use one more k.w.hr. to Fifth Street. Another man climbs this hill on half speed, using one-half k.w.hr. and another half to Fifth and Hill, or, he uses one k.w.hr. to run from First and Broadway to Fifth and Hill while the other man uses two k.w.hr. to go the same distance. One man uses a great deal more mental and physical energy and twice the amount of electrical energy than the other, and both men may so operate to the end of the line, or the end of the day, without appreciating this difference until it is called to their attention, the same as most of us overlook the value of other things until the Christmas spirit calls us to a better appreciation of old friendships and the value of old associates.

May the New Year bring you a full measure of health and prosperity.

For Sale

Lionel electric train, complete, with track enough for two rooms. P.R. respect 1104, Wm. Decker.

* * *

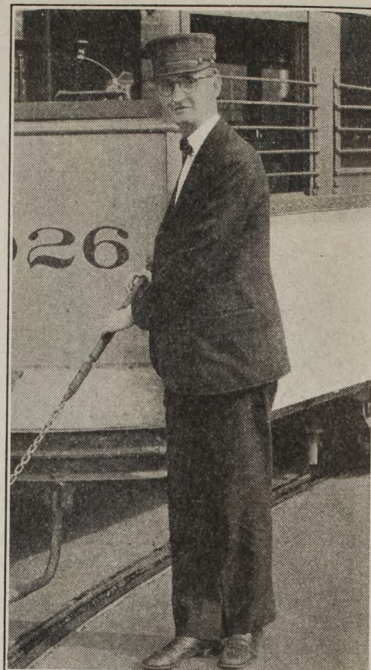
Fine singing canaries, in perfect health and song; cinnamons, greens, yellow, buff and mottled. Select one now—a small deposit will hold until Christmas. Priced from \$2.50 and up. Mrs. F. T. Burchett, 815 West Century Boulevard.

Lee Moyer Knows His Birney Cars

Lee A. Moyer, Safety Operator of Division One, has run both ends of a street car ever since he joined up with the Los Angeles Railway in 1921 at Division Four. He wasn't so good at first, but he soon got good and has not had a demerit since 1922.

Practically all these years he has worked the East Side shuttle lines and has hundreds of friends east of the river where it takes a great deal of patience and unflinching courtesy to satisfy patrons of many nationalities.

Lee Moyer was born in the good old Hoosier State of Indiana, at the little town of Avilla. The Railway job was the first he had in Los Angeles and he liked it so well that he married and settled down, giving sincere and loyal service to the company he works for.



Safety Operator Lee A. Moyer about to take his daily exercises.

Three Again In First Place

In November Division Three snatched back first place and Division Five returned to third place once more in the monthly race for supremacy in the number of witnesses per accident secured. Likewise they were the only Divisions that made an increase in their November averages over the October figures. While Division One had a very slight decrease, Division Four struck the lowest average it has made since last July.

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

| October | | November | |
|-------------|------|-------------|------|
| Div. 4..... | 6.15 | Div. 3..... | 5.96 |
| Div. 3..... | 5.62 | Div. 4..... | 5.48 |
| Div. 1..... | 4.27 | Div. 5..... | 4.72 |
| Div. 5..... | 3.95 | Div. 1..... | 4.25 |

The number of accidents decreased from 921 in October to 896 in November.

The total average witnesses per accident for all Divisions was 5.11 for November which showed an upward trend from the average of 4.97 for October.

Appreciation

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

Mrs. Anna N. Cleland.

Veterans' Club

From all reports the Armistice Day turnout was a big success. Quite a number of the comrades were in line and from the reviewing stand in the Coliseum the Los Angeles Railway Veterans' Club looked as good as the best.

While the attendance at the dance on Saturday, November 26th, was not as large as it should have been, those who did attend had a real good time.

On Saturday, December 17th, the Club will hold a Hard Times Dance at Patriotic Hall, 18th and Figueroa Streets. Don't miss out on this one. Put your overalls on and come on down, and don't forget, when the dinner dishes are done, don't let the Missus even take her apron off—just help her on with her coat and come on to Patriotic Hall for a good time. There will be lots of prizes, as usual, but this time the prizes will all be eatables—groceries, bacon, eggs, etc. And listen! Someone is going to take home a turkey for Christmas! Each ticket-holder has a chance to get this turkey. There will be another turkey there but you will hear more about that on the 17th. Don't forget the date.

—J. A. Madigan, Adjutant.

Tact is the knack of keeping quiet at the right time; of being so agreeable yourself that no one can be disagreeable to you; of making inferiority feel like equality. A tactful man can pull the stinger from a bee without getting stung.



From left to right: E. D. Simpson, short stop, and F. E. Sherwood, third base, from the Motor Coach Division; Captain R. W. Taylor, second base, from the Garage; C. B. Montgomery, right field, from the Motor Coach Division; W. P. Wynegar, first base, from Division One; W. E. Jones, left field, from South Park; Erny Berry, catcher, from the Motor Coach Division; Henry Sievens, pitcher, from Division Four; and O. E. Lund, center field, from Division Five.

Lary Baseball Club

Now that it is recognized that we are going to have a real ball club again the old veterans are coming back to the fold. Sunday, November 27th, was the first game for Lund and the second game for Wynegar and Berry.

We have had three games so far. Two of them showed the possibilities of a strong club. It must be taken into consideration that the boys have been up against teams that have been playing all season. As soon as our strength is gathered together the scores are going to be on the right side of the ledger.

Captain Taylor is badly in need of another pitcher for the club. Any employe who thinks he can help pitch the team to a winning season, please get in touch with Captain Taylor at the 16th Street Garage.

There will be a game every Sunday at our own ball park at Vernon Yard. Let's support our team.

* * *

And the Los Angeles Railway has another ball club organized from the Third Shift at the Garage and they call themselves the Hoot-Owls. The lineup is as follows: Catcher, "Slim" Campbell; pitcher, George Borngrebe; first base, "Perky" Perks; second base, P. Wood; third base, "Lucky" Rorer; shortstop, Ed Lentz; left field, Captain Larry Hume; center field, "Moody" Moody, and right field, "Prep" Bignall.

This team was organized for the fun of baseball and notwithstanding their liking for comedy they really can play the game.

Their first game against the veteran Los Angeles Examiner Club was lost by only one run. Famous P. Wood knocked a two-bagger. "Moody" put over some of the curves and tried to win with a three-bagger and

"Slim" came through with the home run of the day.

They play on Sunday afternoons at Manchester and Hoover and would like to meet the Los Angeles Railway Regulars. They're worth watching.

Pintopplers

As predicted, some fast changing of positions in the Southwest Bowling League have been taking place and the captains of our two teams vow that they are going to change some more.

Captain Oliver has been practicing on duck pins and picked up 4 points in the last game. The large balls are too heavy for him to roll all the time.

Ed Fleming of No. 1 team has been sick and so has Captain Doyle Richel. That is, he was after a hot evening with the hot Harris Fords.

Below is the point standings. The close competition is shown by three teams tied for third place. Goodyear, Three—9489 Two Bells—Dec 1—R 32; Harris Fords, 24; Broadway Juniors, 22; Pratte Jewelers, 22; Los Angeles Railway No. 2, 22; Los Angeles Railway No. 1, 21; Sip and Bite, 20, and the Jewel Tea, 14.

Scout Troop News

Because all schools were closed on Armistice Day, Scout Troop 45 went on a wienie roast instead of having a scout meeting. They went to the Los Angeles river-bed just north of the end of the Vernon car line.

The boys played awhile, then mess call was sounded. Committeeman Voight won the marshmallow eating contest although it was only an unofficial one. Some awards were given and each was given a yell. Committeeman Fife always gets the thanks on these trips as he is Troop Grubmaster.

At last the results of the Troop 45 Olympic Games are to be published. The patrols were matched against each other. The points were: Lary Patrols, 24; Flaming Arrow, 13; Fox, 11; American Eagle, 0; Mickey Mouse, 0; and Silver Buffalo, 0. The Committee was very proud of their 15 points.

The junior events were: Shot put record 38 feet 4 inches, won by Harold Levitz; second, Ernest Hathwell; high jump, 4 feet 3 inches, won by Harold Levitz; second, Elford Kline; 50 yard dash, won by Elford Kline; second, Harold Levitz.

The senior events were: Shot put, 59 feet 10 inches, won by Howard Allen; second, Elmer Morris; third, Julio Ries; high jump, 5 feet 3 inches, won by Elmer Morris; second, Julio Ries; long distance running, won by Howard Allen; second, Elmer Morris; third, Julio Ries; one hundred yard dash, 10 seconds, Howard Allen, first; Elmer Morris, second; Julio Ries, third.

On Friday, December 2nd, the Patrol, headed by Sam Sebby, was scheduled to go out overnight. Scoutmaster Bower is pleased to see this type of trip starting as it will teach the boys how to make preparations for regular Troop hikes.

—R. W. Bower, Reporter.

Standing of Trainmen by Divisions

The Safety and Courtesy standing of motormen and conductors of the various Divisions during the month of November, 1932, is as follows:

| Division | Loss of Courtesy | | Loss of Safety | |
|----------|------------------|------------|----------------|------------|
| | Motormen | Conductors | Motormen | Conductors |
| One | 1 | 0 | 17 | 2 |
| Three | 0 | 1 | 14 | 1 |
| Four | 0 | 4 | 21 | 5 |
| Five | 2 | 2 | 13 | 0 |
| Totals | 3 | 7 | 65 | 8 |

Safety operators are listed as motormen.

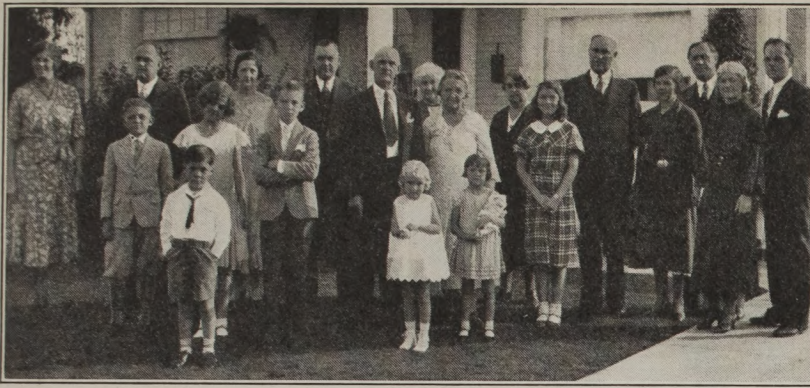
News of Flagmen

Ralph Wilkins, Flagman, took unto himself a wife on last Hallow'een morning. The bride was Mrs. Annie Wilkins, widow of Ralph's brother who died some years ago.

Mr. and Mrs. Wilkins went to Catalina for a short honeymoon and now Ralph is enjoying his favorite breakfast of hot cakes. What he says about the hot cakes Mrs. Wilkins makes raises the hopes of the boys in Bill Snyder's department that they will be invited out to breakfast sometime.

The "flu" is taking its toll of the Flagmen; L. C. Welch, E. G. Miller are both sick with it.

J. A. Scott was in the hospital for a slight operation and is getting along fine.



Left to right: Mrs. and Mr. Leo Hanson, (eldest son), Mrs. and Mr. Gordon Snider, (daughter), Mr. and Mrs. Carl L. Hanson, in the foreground with Mrs. Annie Morgan, (Mrs. Hanson's aunt), just back of them, Mrs. and Mr. Monroe, (Mrs. Hanson's sister), Mrs. and Mr. Leslie Brigham, (Mrs. Hanson's brother), Mrs. and Mr. Leighton Hanson, (youngest son), with the younger generation in the foreground.

Hansons Wedded Forty Years

Forty years ago Thanksgiving Day came on the 24th of November and it marked the taking of a bride by Carl Hanson, then a young gripman on the cable cars that served the little city of Los Angeles.

Again this year, Thanksgiving came on the 24th of November, marking the fortieth wedding anniversary of one of our oldest men in point of service, Carl L. Hanson. He and Mrs. Hanson celebrated the occasion by inviting all the members of the family to a Thanksgiving dinner.

Mrs. Hanson's brother, Leslie Brigham, her sister, Mrs. Howard Monroe and her aunt, Mrs. Annie E. Morgan, were among the wedding guests of forty years ago and were also present on this festive occasion.

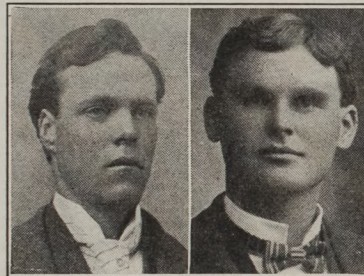
The other guests of the day were the children with their wives and husbands, grandchildren and two children of the brother together with Mrs. Brigham and Mr. Monroe.

Mr. Hanson will celebrate the anniversary of his forty-fourth year with the Los Angeles Railway on April 5, 1933.

Honor Roll

William Schultz, Flagman in the Transportation Department, was placed on the Special Roll on November 12, 1932. Mr. Schultz was employed as stableman by the Main Street and Agricultural Park Railway on November 22, 1887. He was appointed conductor April 1, 1897, and remained with this company when it was taken over by the Los Angeles Railway in September, 1898. He was appointed flagman on September 28, 1927.

Album of Long Ago



H. C. Trabue

J. L. Ott

The late 80's and the gay 90's furnished the Los Angeles Railway Corporation with a class of men that today stands as the foundation upon which this organization has built its successful career, and these old timers came to us from all points of the compass.

Speaking of old timers reminds us to call your attention to the pictures of two of our well-known employees who both started their street car days in Kansas City. My, oh my, what a difference the years do make! These boys bucked the snow and ice in winter, the spring floods, and then came the sultry summer days that would tax the endurance of an iron man, but they came West after a time and pursued their calling in a land where things were different in every way.

They have served loyally since entering the service, and number their friends by the score, and it is indeed pleasing for us to introduce to our readers Henry C. Trabue and John L. Ott of Division Three, who were both in their early twenties when the photographer took this shot of them.

Complaints

Complaints for November followed the usual monthly seesaw—this time downward once more—with 14 less complaints than for the month of October.

Discourtesy increased 5 and Starting Too Soon 2. Dangerous Operation still remains at zero and Service is the same as for October. Miscellaneous complaints decreased 10; Fare and Transfer Trouble 5; Carrying Passengers Past Stop 3; Passing Up Passengers 2 and Short Change 1.

Comparative figures for October and November are as follows:

| Classification | Loss or Gain | |
|-------------------------------------|--------------|------|
| | Oct. | Nov. |
| Discourtesy | 20 | 25 |
| Fare and transfer trouble.. | 47 | 42 |
| Starting too soon..... | 5 | 7 |
| Passing up passengers..... | 7 | 5 |
| Carrying passengers past stop | 5 | 2 |
| Dangerous operation | 0 | 0 |
| Short change | 7 | 6 |
| Service | 9 | 9 |
| Miscellaneous | 37 | 27 |
| Totals | 137 | 123 |

George Cleland Passes

George McClellan Cleland, who was placed on the Special Roll May 15, 1930, passed away on November 25, 1932. Mr. Cleland was born in New Albany, Indiana, and was employed by this company as a carpenter in the Engineering Department on August 4, 1903. On September 1, 1911, he was appointed foreman of Car Trimmers. He was a member of the Knights of Pythias of Los Angeles. Mr. Cleland is survived by his wife, Mrs. Anna N. Cleland.



Old Timer Tunes In

By GEORGE E. FERGUSON

"Way back in the days when men were men," said the Old Timer, "street cars had hand brakes and there was horse-drawn traffic instead of autos. The days were just as long and the speed was quite a bit slower, but those who were really the foundation of our street car organization were on the job then as some of them are yet, giving one hundred per cent service, even though you have got to be on the job all the time in the present fight to serve. Have a look 'dear peepul' at the picture that accompanies this article and gaze upon a masterpiece of car building in the year 1901—airy and plenty of light on the open ends, with the end running boards where the gay conductor could glide to and fro in his quest of the elusive five-cent piece. What a feast for the peering ones if this form of equipment were in use today. The short skirts of 1932 out into the open, but nature takes care of her own, and in those days only the feminine possessor knew whether or not the dragging skirt covered up a pair of legs.

"Well, that's another story, so back to the conveyor of the masses. Four types of hand brakes were in use—the lever, wheel, gooseneck and pump handle. About the only thing needed to manipulate them was a strong back, which brings out the old epigram, 'A strong back and a weak mind' was essential to put 'em over the road, but those whose mentality was wanting usually ran off the end of the line or hit another car. Then, after the 'good-morning, boss' salutation was over, the hapless one was out in the street talking to himself and wondering why, how and where the hell they got such hard boiled bosses.

"The two good-looking ladies with the 1901 styles in evidence are just sightseeing, and the two husky trainmen, who are apparently acting as supports for the car, are Motorman M. L. Hersom, who entered the service in July, 1899, and Conductor Letts, who entered about the same time but

left in 1905 and became a trainman on the old Redondo Interurban.

"The location was then the Los Angeles city limits—Jefferson and Grand, and the route traversed was Grand Avenue, Seventh, Broadway, First, Spring, Main and Downey Avenue to Eastlake Park. A long viaduct was constructed over the Southern Pacific tracks and this elevated route ended about the present north end of the Broadway bridge.

"Motorman Hersom has seen 'em come and go, has seen Los Angeles move forward with rapid strides, and he still retains an erect form and plenty of 'wim, wigor and witality'. He is an ardent believer in the use of his legs, and during the split in his run rambles around in outlying places like a two-year-old. One picture in his possession shows his sister and himself, together with a large number of schoolmates who were in school in Compton in 1885, a bare-headed youngster then, and today that thatch of brown has been replaced by a halo of silver, and he still carries on, loyal to the core. Another picture shows he and two partners together with several helpers harvesting a crop of beardless barley. This occurred in 1896, and he and those connected with him had rented 500 acres, which were planted in barley, and guess where this was: the present site of the Carthay Circle Theatre, out Wilshire way, was part of his field, which, today, does not seem possible.

"Down through the ages, one might say, and believe me it is interesting to talk to these he-men who endured rain which meant mud in winter, and dry summers which spelled dust in thick layers.

"South of Jefferson was the vegetable gardens, and they were at times irrigated with sewer water, and was the aroma keen? Hersom says that a gentle southern breeze was far indeed from being akin to a perfumed scent.

"We've got lots of these Old Timers still doing their bit, and it wouldn't do the younger set any particular harm to listen in once in a while when they get to telling their stories of long ago."

Interesting Letter From J. H. Jensen

The following letter has just been received by Two Bells from J. H. Jensen, formerly machinist in the Engineering Department, who was placed on the Special Roll September 16th last:

I thank you for the Two Bells I have received since I left Los Angeles, October and November. You might like to know what I have been doing. First I was up in the High Sierras looking for the yellow gold prospecting. I have found some but "All that glitters is not gold." I was at Jackass Hill where they found a \$30,000 pocket of gold just a short time ago. There were about 200 families there so I thought there was enough without me.

I saw Mark Twain's cabin and some of the old kitchenware he used. Then I went to Columbia, once the largest city in California—that was in 1856—then to Strawberry Lake, Pine Crest, last winter they had eleven feet of snow, over to Angels' Camp and Murphy. At this time I am eight miles from Sonora up in the mountains. I never saw a foggy day since I left Los Angeles. I am digging in here for the winter, doing prospecting for the fine gold and hoping I will find it some day.

With respect,

J. H. Jensen.

Isn't It the Truth?

If your nose is close to the grindstone rough,
And you hold it down there long enough,
In time you'll say there's no such thing
As brooks that babble and birds that sing;
These three will all your world compose:
Just you, the stone and your blamed old nose!

If you have faith preach it; if you have doubts bury them; if you have joy share it; if you have sorrow bear it. Find the bright side of things and help others to get sight of it also.

Appreciations

We deeply appreciate and wish to thank you for the kindly thoughts and expressions of sympathy extended during our recent sorrow.

Geo. Kunz and
Mrs. Wallich and family.

* * *

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

Roy E. Tarr and family
W. A. Maitland and family.



BOUQUETS

Courtesy

"The reason people pass one door
To patronize another store,
Is not because the busier place
Has better silks or gloves or lace,
Or cheaper prices; but it lies
In pleasing words and smiling eyes
The only difference, I believe,
Is in the treatment folks receive."

For (1) Operator W. P. Eunson of the Motor Coach Division from Mrs. G. E. Whiting for "being so courteous and helpful to everyone, especially to strangers that ride with him and do not know where to get off."

For (2) Conductor A. A. Bradley of Division Five from Mrs. Elizabeth Hermann who says: "I am writing this letter to congratulate your company as well as to express how much I, and my family in Eagle Rock, do appreciate having Conductor 240 on the Eagle Rock Line once again. First, a clean, attractive, courteous employe with brains, who knows his work and does it, is a big asset to any firm. Second, he is appreciated by the Eagle Rock patrons. He has a heart of gold and actually takes care of the elderly patrons as well as those not heavy with years. He is always good-natured. He will lower a window without withering a lady. I thank you for returning Conductor 240 to the Eagle Rock run."

For (3) Conductor E. M. Park of Division Four from Mrs. C. B. Burbeck for his kindness in assisting a blind man off the car and across the street to the sidewalk.

For (4) Conductor T. J. Mulrine of Division Three from George K. Carpenter for thanking each and every passenger when they deposited their fares in the fare box; also for specially thanking a woman passenger

for giving up her seat on the conductor's stool to a mother with a young baby in her arms.

For (5) Conductor G. F. Young and (6) Conductor J. T. Little, both of Division Four, from R. M. Thomson. Conductor Young is commended for helping a blind man from the car and safely to the sidewalk, and for being efficient and pleasing to his passengers. Conductor Little is profusely complimented for the magnificent way he handles passengers when the car is crowded; for attentiveness to passengers; for calling streets; and for helping passengers on and off as needed.

For (7) Conductor R. W. Bower of Division One from Mrs. A. G. Hime for kindness to all passengers and for helping women on and off the car. She also commends him particularly for wiping tar off one woman's hand with his own handkerchief.

For (8) Conductor D. W. Tinsley of Division One from J. R. Jones for promptly turning in a purse, with contents and cash intact, that Mrs. Jones had lost on his car.

For (9) Conductor L. E. Thompson of Division Three from R. D. Scales for paying passenger's fare.

Conductor Thompson is also commended by Howard Devol for paying his fare, a service much appreciated.

For (10) Conductor L. Rogers and (45) Conductor A. F. Steiner, (no picture), both of Division One, from Mrs. Sarah E. Bastajian. Conductor Rogers is commended for considerably accepting her transfer when she thoughtlessly went to the wrong corner. Conductor Steiner is highly praised for holding his car when he saw her trying to make the connection at a transfer point.

For (11) Conductor T. J. Kelley of Division Four from Mrs. H. Pleis for the courteous manner in which he

gave her information and for kindly assisting her off the car. She adds: "He is very attentive and accommodating."

For (12) Conductor W. H. Snow of Division Four from Miss Cornelia Otten for his courtesy.

For (13) Conductor E. W. Park of Division One from Miss Pensler for lending her a token when she had just lost her purse.

Conductor Park is commended by Irene Kay for being capable, kind and courteous. She also says: "I have ridden on just about every car line in the United States and I think he is about the finest I have ever experienced riding with. The way he handled the crowds, thanked the people and helped the elderly is certainly commendable."

For (14) Motorman R. W. Heaney of Division Three from Arthur S. Lewis as follows: "Just a word for service demonstrating quick wit and instantaneous nervous force reaction. Car was rounding the corner when a Filipino dashed by at fast speed—a quick stop of the car saved a bad collision."

For (15) Conductor S. Tucker of Division Four from Mrs. Nancy for helping an elderly lady, with her bundles, off the car, and requesting a passenger who got off the car at the same time to see that she transferred to the right car. Mrs. Nancy says: "One seldom sees such kind attention, and I feel that you should know how kind, courteous, thoughtful and willing the young man shows himself to be. It was pleasing to witness his kind act."

For (16) Conductor D. Scherzer of Division Three for being considerate of passengers, attentive to duty, and accommodating; (17) Conductor H. L. Lingo of Division Three for holding his car for a cripple and for being otherwise accommodating; (18) Con-

ductor F. D. Millican of Division Three for being good-natured and helpful to passengers; (19) Motorman L. C. Hescocock of Division Five for easy starting and stopping of his car; (20) Conductor M. C. Howard of Division Five for good-nature and for giving directions cheerfully. This group of commendations came from Mrs. Otto Fenske.

For (21) Conductor W. M. Vaughn of Division Four from Irene Newsome for his unusual patience and courtesy to a drunken passenger who refused to pay his fare and wanted to fight.

For (22) Conductor J. L. Huffine of Division Five from Mrs. John P. Morrow for extreme courtesy to her.

For (23) Conductor W. C. Love of Division Three from Cora Griffin for paying her fare for her. She also adds: "Conductors have always been courteous to me in more than twenty years of residence in Los Angeles."

For (24) Conductor I. J. Kramer of Division Three for good-nature, pleasantness to all and attention to duty; (25) Conductor C. R. Aker of Division Three for cheerfulness, attention to duty and for being accommodating; (26) Conductor J. A. Ganann of Division Five for being good-natured and obliging; and (27) Conductor J. J. McFarlane of Division Four for cheerfulness and attention to duty. This group of bouquets also came from Mrs. Otto Fenske.

Conductor J. J. McFarlane is also commended by Mrs. Elsie Snyder for: "His polite way of treating everyone—he had a smile for everyone, young or old." Mrs. Snyder also said he was so courteous and polite to a dear old lady who was old enough to be most anyone's mother.

For (28) Conductor S. R. Leckey, Jr., of Division Three, from Al E. Mills who wrote: "He never misses helping ladies with children on and off the car. Many times I have seen him step off the car to help them on and off. I have also noticed how kind and considerate he was of elderly ladies and I have seen children wave at him as far as they could see him after they got off his car. Another thing I noticed was how plainly he calls every street. It is not his fault if anyone misses his street. It is a pleasure to ride with a conductor like this fellow."

For (29) Conductor D. W. Ryan of Division Five from J. B. Lipponcott who writes: "Your Conductor No. 690 was unable to change a \$5.00 bill for me yesterday and paid my fare out of his own pocket, which gave me a ride to an engagement to meet Secretary of Agriculture Hyde."

For (30) Conductor Wm. D. Potts of Division Three from G. E. Rogers for giving his wife the money to pay her fare and offering to give her enough for her return home when she

had inadvertently left her car book at home.

Trainmen who received bouquets but for whom we have no pictures are as follows:

For (31) Motorman S. B. Smith of Division Five from Mrs. Ott for stopping his car for her to board on the far side of the intersection when he saw she had in vain tried to get across Vermont.

Motorman Smith is further commended by C. C. Smith for his universal courtesy, and for his pleasantness and courtesy to all passengers.

For (32) Conductor D. J. Scothorn of Division Three for being efficient and accommodating; (33) Motorman R. R. Rigen of Division Five for his speed with safety; (34) Conductor E. E. Fort of Division Three for helpfulness, attention to duties, and cheerfulness; (35) Conductor C. P. Pedersen of Division Five for good-nature, attention to duty, and for helping passengers on and off the car; (36) Motorman J. F. Smith of Division Five for speed with safety; (37) Conductor J. R. Hanna of Division Four for helping passengers on car and for calling stops cheerfully; (38) Motorman H. E. Farmer of Division Four for considerably holding his car for a sick passenger; (39) Motorman M. A. Kilgo of Division One for being good-natured, obliging, and for giving directions cheerfully; (40) Conductor H. F. Shower of Division Five for good-nature on a crowded car, for helping passengers on and off the car, and for calling streets; (41) Conductor G. E. Sackville of Division One for his happy disposition, and for helping a passenger open a tight window; (42) Conductor A. L. Bristol of Division Five for good-nature, attention to duty, and for calling stops; (43) Motorman L. M. Erickson of Division Five for speed with safety. This large bouquet is another offering from Mrs. Otto Fenske.

Conductor C. P. Pedersen (35 above) is also commended by Lilyan Holcomb who wrote: "I was much impressed with the courtesy and kindness of this conductor in assisting a blind man off the car and safely to the sidewalk. His action was very commendable."

For (44) Motorman J. M. Alder of Division One from Charles H. Tribit for the efficient manner in which he handled his car in emergencies. Mr. Tribit said that on four different occasions between Figueroa and Beverly Boulevard he avoided accidents where reckless drivers cut in front of the car without any warning. He commends Motorman Alder not only for his quick thought and action, but for his courteous demeanor and self-control and says that "Not once did

he make any comment, or show any sign of irritability, or look about for any sign of approval, but conducted himself in a gentlemanly manner."

LARY LAFFS

Two months after he had run over a girl a motorist married her. If this sort of thing were made compulsory there would be less reckless driving.

Talkative Barber: "Sir, your hair is getting gray."

Irate Customer: "Quite possible, please hurry a little faster."

Lecturer (in a loud voice): "I venture to assert there isn't a man in this audience who has ever done anything to prevent the destruction of our vast forests."

Man in audience (timidly): "I've shot woodpeckers."

"Where did you get the name Teddy for your car?"

"There are no doors. You simply step in."

Ginsberg: "Mistah Ottist, I vant you should make me a doughnut sign."

Painter: "Certainly, Mr. Ginsberg, but I thought you were a butcher, not a baker."

Ginsberg: "Sure, I am a butcheh; I vant it a sign—Doughnut Hendel de Feesh."

"Is there any truth in the report that Angus McTavish bought the corner filling station?"

"Well, I don't know for sure, but the 'free air' sign has been taken down."

A lady was entertaining the small son of her friend.

"Are you quite sure you can cut your meat, Willy?" she asked after watching him a moment.

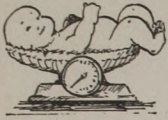
"Oh, yessum," he replied without looking up. "We often have it as tough as this at home."

A little item with the title, "Lady Kneads Bread With Gloves On" inspired the editor of a paper in North Dakota to write that "he needed bread with his pants on; he needed bread with his shirt on and that if some of the delinquent subscribers of his old rag of freedom did not pay up their subscriptions he would need bread without a damned thing on!"

A young married couple started out with the baby to buy a baby carriage. They purchased one, put the baby in it and started home. Everybody smiled. They wondered why. Finally they noticed that the clerk had omitted to remove the sign from the carriage. It read: "Our Own Make."

Mrs. Brown—"I hope you didn't take a second piece of cake at the party."

Bobby—"No, Ma. I took two pieces the first time."



BIRTHS

Congratulations are in order and Safety Operator T. R. Guidebeck of Division One is the recipient, the occasion being the arrival of a fine five and a half pound boy. His name is Ronald Franklin Guidebeck.

* * *

A new daughter named Evelyn Anita Perkins, arrived at the home of Safety Operator T. Y. Perkins of Division One on November 1st. Six pounds was her weight. Mother and baby doing well.

* * *

Conductor L. C. Davidson of Division Four proudly announces the birth of a handsome baby boy October 30th. The little one tipped the scales at eight and one-quarter pounds. He has been named "Wayne Edwin." Congratulations, L. C.

* * *

Conductor R. J. Crothers, also of Division Four, announces with great pride the birth of a baby girl November 27th. The little lady has been named "Charlene Claudette." Best wishes, R. J.

* * *

Thursday, November 24th, Thanksgiving Day, found Conductor Frank McDonald, of Division Five, very happy indeed, not only because he had lots of turkey, but mostly on account of the arrival of an eight pound bouncing baby boy. Both mother and little Francis are doing fine. Congratulations, Mr. and Mrs. McDonald, and thanks for the cigars.

* * *

Frank Ralphs, of the Garage, is the proud father of a pretty little Native Daughter. She was born November 9th and weighed seven pounds and seven ounces. Her name is Doris Jean. Congratulations.

* * *

R. S. Wilding, of the 16th Street Garage, has a boy and girl in his family now. Joyce Arline was born November 11th and weighed six and one-quarter pounds. Mother and daughter are doing fine.

* * *

A. A. Grant of the Motor Coach Division, is entitled to brag a little. He has a ten and one-half pound baby girl at his home. She arrived October 5th and is named Diana Dawn.

* * *

H. C. Lehnhart, Foreman of the Motor Coach Division, is in line for congratulations on the arrival of Robert Earl at his home November 4th. Mother and son are doing fine.

* * *

Leo Harryman of Division Three,

Mechanical, is sure stepping on air since he became papa, and a big bouncing boy at that.

* * *

On November 13th, a son was born to Mrs. W. J. Jackson, wife of Walter J. Jackson of Division One, Mechanical. Mother and son are reported doing nicely. John Walter weighed eight pounds nine ounces when born.

* * *

It has been reported that Conductor L. E. Lick of Division Three has a new baby at his home. We could not get the particulars, but if so, we wish them well.

Commendations

Commendations scored one less in November than for October with 38 for November against 39 in October.

The number of men commended at each Division in November is as follows: Division One, 16; Division Three, 9; Division Four, 14; Division Five, 11.

Night Behindt Christmas

'Twas the night behindt Christmas;
O my, vat a mess!
Ve'll nefer get ofer our troubles, I
guess—
Johnny's vagon's all busted, Heinie's
clothes doesn't fit,
Unt the rug vat I gave Mama goes
nutting mit.
Lena got some nice shoes, but she
vanted a coat;
Eddy got a nice slet, but he vanted
a boat;
Unt my socks, you should see 'em,
they're a regular freak,
Unt the necktie they gave me vould
do for a sheik.
I vish you could see now the bill vat
I owe,
Vat my family's been buying yust to
make a big show—
Then the baby got sick, and the bill
from dot guy
Of a doctor, my friend, vould knock
out your eye.
The tubes on the radio blew out to-
day.
Three tires ve need for our old Chev-
rolet—
I must pay my insurance next week
without fail
Unt my taxes I pay now—or else go
to jail.
Unt my clothes are vorn out, unt I
need a new hat,
My shoes need half-soling, vat you
know about that?
"Merry Christmas" to me don't mean
nudding at all,
So I'm going to bet now!—raus mit
it all!

—Walter Palmer.

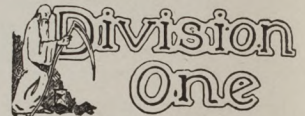
BULLETIN NO. 334

November 28, 1932.

We regret to announce the discontinuance, December 1, 1932, of the Bonus Plan as it has been in operation since May, 1920, but economic conditions are such that it is impossible for the company to continue it.

Discipline will be handled under the present Merit and Demerit System. Automatic dismissal will occur when one's rating gets to 75% or below. The same classification numbers will be used for the issuance of credits or demerits.

R. B. HILL,
Manager of Transportation.

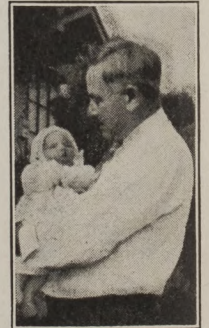


H. N. COLE

We are puzzled as to why Conductor J. F. Strickfaden disposed of his very attractive mustache, but it is rumored that his motorman, H. L. Glass, brought pressure to bear or rather he persuaded him to come down to his level as far as good looks is concerned.

A machine dragged Motorman R. M. Sexton for several blocks, and when it finally turned out, Sexton saw it was a friend of his. Beside the driver sat a monkey, so Sexton said, "give me a break please, and let the monkey drive a while." The driver replied, "he is tired from driving a street car all day."

Motorman J. Kudler of Division One is the proud daddy of little Harriet Esther, just seven weeks old.



When Conductor R. W. Brigham finished his day's work he found he had left his sweater behind the controller, so his motorman, G. W. Bridger, took him in his machine and caught the car at Tenth and Grand. Bridger went home and Brigham boarded the next car back to the Division. While working on his trip sheet he naturally dropped his sweater behind the controller again and again forgot it. This time he had to wait an hour for the car to return with his sweater. Was he irritated?

A local paper reports that when Operator R. A. Clapp was held up recently, the bandit forced him to kneel and pray. We wonder how that prayer would have sounded in church!

While smoothing out his dollar bills Conductor J. P. Carson, through force of habit, let one slip through his fingers,

and to hear him tell it, you would have to come to the conclusion that he worked swiftly. He evidently signaled his motorman with one hand to stop, while he leaped from the car and recovered his money; anyway he was back on the car before the signal reached the motorman.

For the first time within the memory of Ye Scribe, Motorman Joe Henschall took a day off. His excuse was to have two teeth drawn.

Because of the fact that Traffic Man H. J. Burke formerly worked out of this Division, we regard him as one of our boys. So a few days ago when we noticed him in an unusually happy mood, we asked "How come?" It seems that he was celebrating the twelfth anniversary of his connection with LARY. He says he hopes at the end of another twelve years, he will still be here.

Extra Clerk R. A. James has one habit that clings to him, and that is the habit of duck hunting. During the month he spent a few days down at Salton Sea, but it seems that he didn't have the best of luck. To use his words, "I brought back a few but not as many as usual."

While roller skating at Venice, Operator B. S. Hopkins was unfortunate enough to retire with a broken arm.

At this writing Motorman J. W. Hile, who is in a Santa Monica hospital, is reported as improving. His conductor, G. E. Robinson spent several days with him, and visits him almost every day. Here is hoping this grand old boy will soon be entirely recovered and back with us again.

Motorman J. N. Smith has purchased a home in Belvedere Gardens and will soon be renting his former home, and moving into his new home.

Safety Operator J. L. Kline has been called to Kansas City on account of the illness of his mother.

Operator H. A. Cornwell has returned from a thirty day vacation, a part of which was spent in Chicago.

On account of the illness of his father Motorman C. A. Kern has been called to Louisburg, Kansas.

Operator A. K. Turner is reported on the sick list.

Motorman D. F. Hodges is back after two weeks of illness.

Because Motorman O. M. Haylett waited for an elderly lady to catch his car, she not only thanked him most profusely, but gave him a great big red apple as well.

During the month Safety Operator M. Grammer spent a week in Aguanta, California.

Just to stay home and recuperate Conductor M. Sasolow took a twenty day vacation during the past month.

The following conductors are reported as sufficiently indisposed to be on sick list: C. S. Grigory, C. F. Foster, W. H. Dyson, H. J. Frey, C. F. Eastman and F. R. Jones.

And among the motormen we have on sick report: F. A. Smith, J. R. Fisher, A. E. Holmberg and J. A. Burt.



The little lady on the blanket is Arline Beverly Durr. You can't blame a papa for raving about a sweet little daughter like Arline. She is nine and a half months old. Conductor O. T. Durr of Division Four is the proud papa.

The little man standing up at the right is Johnnie Van Doorne. He is four years old and is the pal of his daddy, Conductor H. Van Doorne of Division One.



Division Three

L. VOLNER

Everybody that so desired had plenty of turkey on Thanksgiving Day, and quite a few of these nationally known birds were furnished to the men of this Division by F. E. Denison, formerly our Chief Supervisor. Mr. Denison has several acres out near Van Nuys, and the birds he puts on the market prove, beyond any question of a doubt, that he knows his birds.

Conductor F. S. Leon spent most of the month of November resting at his home in Los Angeles. Mr. Leon should now be in fine shape to handle the holiday rush.

After an extended trip back to his old home in Kansas City, Missouri, and other points in the Southwest, Motorman T. A. Ferguson is back on the job. Mr. Ferguson says that California looks better than ever to him after viewing the country and conditions back East.

Conductor A. J. Harper and family have returned from a trip to Texas where they visited relatives.

That forlorn look on the countenance of Motorman G. V. Hopkins is caused by the absence of his conductor, M. V. Howell, who is on an enforced vacation, caused by an attack of the flu. Mr. Hopkins says he calls on his conductor each day, and expects him to soon be back to work.

Many of the platform men are seen out on East Twelfth Street, some carrying suit boxes, and others without, who no doubt are on the way out to

the Tegarden Uniform Company to leave an order for a new uniform. Conductor C. V. Judd is seen in the vicinity a great deal, and the boys are wondering if he is having a hard time in getting a fit in his uniform.

Not having any Sunday time and being able to get off Friday and Saturday, Conductor J. A. Thompson had a four day vacation at Thanksgiving which he spent up at his ranch where his family is located. Some friends came up and brought a big turkey, and Mr. Thompson says they had a grand Thanksgiving feast.

'Tis strange how a motorman will cuss the auto drivers about not knowing how to drive and not paying any attention to street cars, and then get out in a machine and try to park, right on the tracks, and at the same moment a speeding car is due. Motorman M. Campbell tried this on the "5" Line. We did not learn how his auto came out of the mix-up, but a fence nearby was demolished.

Whether ambition is lacking or whether they are overworked and don't feel equal to the task of using the polish and equipment furnished by the company, Motorman J. Naggie wants to help the men make a polished appearance, and so he has brought his shining box down to the assembly room where he will be found each morning ready to brush 'em up.

In a bunch of witness cards turned in on an accident, there was one whose address was on East First Street, signed 4-BTZ.

Have heard what an awful feeling it was to get up in the morning, take your usual leisure time in getting ready to report at the Division and then accidentally look at the clock and see you are one hour behind your regular schedule. I'll say it's awful—such was the experience of Ye Scribe last month.

Conductor V. Goble and family have returned from a trip to visit relatives in Utah. Mr. Goble has developed quite a severe case of chilbains on account of having gone on a hunting trip up in the mountains of that section.

Mr. Russell, our Transfer Clerk, an old-timer with the Los Angeles Railway, turns in the following:

In looking over the Great Roster of the Los Angeles Railway, believe you me we have IT—if you doubt it please follow through:

We have COUSINS, HUSBANDS, BROTHERS, NEIGHBORS and CHILDS both LITTLE and SMALL, a GARDEN and a GARDNER that grow ROSES and other FLOWERS, also BEANS, PEASE, RICE and MELLONS, yes we have no bananas, but we have APPLES that are SWEET. We have BAKERS for our BUNNS, a COOK for HAMM for HALL of us. TAYLORS to make our COATS. Our CARPENTER has a HAMMER, RULE, AUGER, and saws that are SHARP to build our BARNES to PARK our CARRS in. We have PACKARDS, KNIGHTS, FORDS and other CANNs, we have a PAINTER to paint them the WRIGHT HUGHES, GRAY, BLACK, GREEN, WHITE and BROWN. A HOUSE to STACK our COLE and WOOD for the winter in, also GASparro and HOYLE for our LIGHT to REID by.

We WRIDE DOWN RHODES, STREET and LANE to the FORREST where we have MAPLE TREE, a FOX, BEARS, LYONS, WYLD KATZ that HOWELL and ROHR with GILMORE. We have a BARBER a SHAVER that uses WHITE KING. WATT-a-MANN he was. A DICKEY and CRAVETTE, and he is always on the HICKEY when he is not CUTTING FRIENDS. We have a KIDD that's a WALKER from ENGLAND, a KAISER from HOLLAND. We have a HELLMAN, ANGEL and CROOKS that both LOVE and HAIGHT. For DAYS and WEEKS we DRINK-WATER STANDING up as we have GOTT a BOYLE that BEALS and HERTZ—that's a OTT one. At HEAD of all this, we have a great HILL assisted by a MANN who WOOD DYE for efficiency. Now ain't all this TARR-I-BULL. I could go on, but it SNOW use as I have visions of the GREATHOUSE at PATTON. I WILL say GOOD KNIGHT and me for a KASBEER.

Wishing all a Merry Christmas and a Happy and Prosperous New Year.



Division Four

C. J. KNITTLE

DECEMBER. The last month of a hectic year. What topic shall I start off with? The winding-up of the old bonus year? The launching out on the new? The big pay-off? No, friends, those subjects have probably been well covered in other pages of this issue.

Let us dwell for a moment on the calendar year—this year of 1932. These last fifteen or twenty days might be profitably spent in reflection. That is not too long to contemplate one's errors or achievements, if any.

Perspective is difficult, if not impossible. The ceaseless pressure of details forcing each hour's sand through the glass may tire the strongest mind. It becomes necessary to sift the complex mass of days carefully to separate the gold and dross.

Here and there, significant incidents will reveal themselves. Some will be good, some bad. Out of the total, the net results of the year will appear. And standing the good soldiers alongside the bad, we can tell what our army of days has been worth. A wholly impartial inspection of the ranks may reveal surprising things.

Before cramming a lot of hastily made resolutions down the throat of the New Year it is well to reflect—then resolve.

* * *

We are glad to state that the little son of Conductor J. J. McFarlane, who was critically injured several weeks ago by a hit and run driver while crossing the street on his "scooter," is recovering gradually at the Orthopedic Hospital. The little fellow's injuries included a broken leg and a severely lacerated chin and ear.

Motorman E. C. Fisher returned from a ten day trip to Summit, Arizona, November 10th.



Left to right: Conductor W. D. Grimes, Motorman Starkey, Motorman R. Q. Stanford, S. E. Phillips and H. Berry. Bridegroom E. N. Taylor.

Every picture tells a story. And when you see two able-bodied men with perfectly sane minds walking the street around Division Four, wearing ladies' nightgowns there's just one solution to the "defugalty." They're just married. This time it was Motorman E. N. Taylor and Motorman L. A. Starkey. On November 4th Motorman Taylor was married to Miss Agnes Gallagher of this city. For several days the "stove-pipe committee" laid low for an opportune time to give him the "grand reception" and on November 15th it took place. Motorman Starkey, whose recent marriage was announced in a former issue of Two Bells, joined the procession as an onlooker but soon found himself garbed in a pink gown and red hair ribbon. Both men are sincerely congratulated by their many Division Four friends.

We note with great interest that the Division is again honored with the presence of that well-known "man among men," Conductor Ed Muckey, who returned November 12th from a sixty day leave which he spent with his parents in Northfield, Minnesota. Muckey tells us he participated in harvesting his father's crops but refused to take the dollar a day farm hands' pay which his dad offered him.

Motorman R. W. Greenwood was granted a ninety day leave November 13th to paint his home, make repairs and rest up a bit.

Conductor John Wright has returned to duty after being on the sick list since last July. We're glad to find you back, John. See you at the races.

Conductor B. D. Stewart was granted a ten day leave November 23rd and spent it in and about town.

Since dog racing has come to be one of the leading sports of the day, our idea of an interesting sight would be a race between Foreman B. B. Boyd's Boston bull, Mrs. Esther Pearce's chow, Mr. Bowen's "chee waw waw," Clerk Harris's terrier, Clerk Johnson's police dog and Clerk Greenwood's dachshund.

Conductor J. K. Waner was granted a thirty day leave November 11th to visit his mother in Kansas City.

* * *

E. E. Roffee has passed away. That was the news that brought sadness to the hearts of Division Four trainmen and office staff. It happened on Thanksgiving Day at the Bellevue Hospital, Edward, or just plain "Roffee" as we knew him, had made a last desperate fight against a chronic illness of long standing.

In October, 1912, Roffee entered the service of this company as a conductor. For many years he served as Night Clerk in the Division Office. In October, 1931, he returned to the platform and in June, 1932, his desire to get into business for himself led him to take over a filling station at Marathon and Western Avenue. In leaving the service, Roffee took with him the deepest respect of his superiors and fellow trainmen.

We loved him, not only for his respect of others, but for the unfaltering respect he had for his parents. Roffee had never married.

The funeral was held from the W. A. Brown Funeral Parlors, November 28th. A beautiful floral broken wheel and sprays, expressions of their deepest sympathy, were sent by the men of Division Four.

* * *

Another very sad event occurred November 5th when Providence, in blessing the home of Motorman George Kunz with a baby girl, took from their midst the mother. The most sincere regret of his many trainmen friends was extended to Motorman Kunz. The funeral was held November 8th. The sympathy of the Division Four men was conveyed in a beautiful floral wreath. Mrs. Kunz is also survived by another little daughter, Juanita, eleven years of age.

* * *

A message of sadness came to the home of Conductor J. J. Cresto, November 15th, in the form of a telegram announcing the sudden death of a brother in San Francisco. J. J. left immediately to assist with the arrangements. The sympathy of his many friends was also extended.

* * *

Sympathy is extended to Janitor William Colly whose grandmother, Mrs. Mary Ross, passed away November 25th. The grandmother was making her home with William and he and Mrs. Colly feel keenly the loss.

* * *

Motorman F. L. Doherty returned November 27th from an extended ninety day leave to Chicago. During the latter part of his stay, Doherty took the opportunity to view many of the outstanding features of the coming World's Fair.

And then we might remark, Division Four had no accidents Sunday, November 27th.

There's one significant advantage in being a Division Scribe. A scribe, through his column, can talk to the men of his Division, he can talk about them and he can talk for them. There's one

thing I know they want to say to their many friends and readers of Two Bells at this time, and that's this: Best wishes for a very Merry Christmas and a Happy, Bountiful New Year.



Division Five

FRED MASON

Conductor Floyd Monnier has decided that no matter how warm it gets in the future, he's going to wear his vest instead of giving it to his motorman to put in his lunch box. His motorman, Clarence Greenlea, has also decided that when he gets through eating his lunch he's not going to leave it under any benches, and there will be no more stories of a lost lunch box and a vest.

It's years and years and years ago since Conductor X. Bryan missed out on his run, but he sure did miss out on one good hour's sleep one morning recently when he set his alarm one hour ahead of time when he reported for his run, which pulled out at 6:34 a. m., at 5:13 a. m.

Conductor Lloyd Campbell wasn't so lucky, though. Lloyd had a big party at his house on Hallowe'en night and when most of the folks were swinging their partners in an old-fashioned square dance, someone in the party, who evidently was enjoying the party to its utmost, turned all the clocks in the house one hour back. Consequently Lloyd missed out the next day.

Conductor W. H. Ritter is off for thirty-four days and is visiting with his folks in Chandler, Arizona. He will be back on December 18th.

Motorman G. Schultz is back from his trip to Phoenix, Arizona, and reports a nice trip.

Conductor "Chick" Trager is back on the job after a very pleasant three weeks vacation with his folks in Modesto, California.

Boys, pass the salt to Conductor B. I. Derry and wrap it in cellophane. In the last general choice he picked himself a nice run and put his name down to work Sunday. Came Sunday and he was marked up to a run and when he reported for same he found out that he had missed out by a couple of hours as the run he had chosen happened to have Sunday time.

Word has been received from Motorman Charlie Franek, who is still confined in the United States Naval Base Hospital at San Diego, to the effect that he is getting along O. K. If any of the boys are down that way he would appreciate a visit from any of them.

According to Conductor Al Bristol, he's a great hunter. He went out after rabbits one recent week-end and came back with quail. The following week-end he went out after quail and came back with rabbits. Haven't heard anything of his fishing prowess yet, but we're afraid that if he goes before Christmas he'll come back with Santa Claus.



JACK BAILEY

E. J. Miller, formerly employed in the Stores Department, has been transferred to the Office of Superintendent of Equipment, replacing F. G. Schluchter. O. A. Kieffer replaces Miller as Division Storekeeper, and H. Beebe moves up into the Store Office replacing Kieffer.

L. Griffiths, Clerk of the Electrical Repairs Department, is polishing up on his checker games with his co-worker, R. H. Frampton, and is finding the way very rough. The boys say he is in training to make the team at the Old Men's Home.

The quail season opens with a bang: Electrician Ed Bremm takes steady aim and fires shot after shot at the surprised feathered vertebrate. (*Editor's Note:—Having vertebrae or initial acial ossicles.*) The latter being suffocated from smoke and flying vegetation finally succumbs and much to Bremm's surprise turns out to be only a woodpecker.

Famous last words by E. L. Scholes of the Stores Department: "What model is your car, Mr. Reynolds, a '14'?"

Jim Brown, of the Store Department, reports a limit of quail, bagged at Blythe, California.

George Mawby of the "C" Inspection Department was confined to his home on account of sickness over a period of one week.

Truckman Bill Leisure and family spent Thanksgiving visiting friends in Pomona.

Truckmen R. M. Blaze and H. Lock report the rabbits very scarce this year. However Roy became such a good dodger as a result of Lock's shooting that the local school boys found him a very bad target as they let fly with mud and rocks the other day.

Truckman E. Lendy and family entertained friends from Georgia over Thanksgiving. We understand that an old sweetheart of school boy days was included among the holiday visitors.

Jack Bickford, Truck Shop Clerk, and wife enjoyed a Thanksgiving Dinner at his wife's mother's at Ontario. Wild duck was the delicate nourishment.

Machinist Sherman C. Kriewald will probably pay more attention to what he takes from the ice box from now on. He had just drawn up his box into the circle of Shop gossipers to spend thirty minutes of town talk between mouthfuls, when he discovered he had brought a sack of lemons instead of his lunch. The boys gave him some razzberries for dessert.

Machinist C. L. Nickels got a free shave and an eyebrow singe the other morning when he lit the gas. Scotchman Tommy Frew might try this as he never wins any money on the football games.

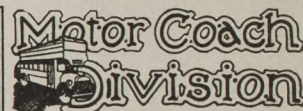
If Chief Shop Electrician R. Wright will call at the home of H. K. Conacher

he will probably find that long lost dog.

Mrs. A. C. Prenger, wife of A. C. Prenger of the Carpenter Department, suffered a relapse and had to return to the hospital. Last reports find her much improved.

Mrs. Roy E. Tarr, daughter of W. A. Maitland, of the Machine Shop, passed away at the Clara Barton Hospital, November 10th, leaving a twelve-day old baby boy. The boys of the Shops wish to extend their sympathy to the bereaved ones.

The sudden passing of George M. Cieland, former Foreman of the Trimming Department, was mourned by his many friends at the Shops. We wish to extend our sincere sympathy to the bereaved family.



J. H. McCORNACK

O. W. Mills was appointed Regular Supervisor on the 16th last and F. G. Ballenger gets the position of Extra Supervisor.

The new punching bag did not save the eyes of Al Reich. J. Morton knocked the bag loose directly into his optic.

P. D. Tucker wants to trade his Ford for a saddle horse.

We regret to learn of the death of B. G. Danley's wife who passed away suddenly from an acute attack of pneumonia.

J. J. Dias is running for top man on the miss-out list.

Since the election and football games, Pop Campbell is reported to have an old pair of socks left.

Can you imagine, V. A. Biggers is back on a regular run again.

L. A. Blevens is back from his successful trip to Arkansas. He likes nature in the raw when it comes to tobaccos.

Don't forget 40 love Allison.

G. F. Buckman is very lonesome these days. His "cousin" has gone back home.

Al Brehm refuses to be satisfied till he gets Geo. Hoffman's dogs limbered up on a nice long hike on the desert.

Moon Mullins wants to rent out space to the boys in that new garage which took him three weeks to build but it seems to be located in Temple City.

O. O. Obenshain had the hard luck to be off 30 days with the flu which spoiled his chance for the special award.

A. Pemberton Rucker says he hasn't met the girl who would be foolish enough to fall for him.

F. E. Sherwood heard a slight click in his new Nash and now has it apart and strewn all over the back yard.

Since Hank Williams' picture was in Two Bells his wife can't keep up sewing buttons on the chest of his shirt.

G. B. Bouma is tired cooking his own breakfast. Wedding bells are expected to ring soon.

F. E. Caldwell is looking for an apparatus to drop bricks on him to wake him up and save miss-outs in the future.

Superintendent C. O. Morse has to pay

his fare if he rides a coach in the future. His pass is not on the Bulletin Board.

GARAGE

Those who look down upon the Garage will notice that we are all stuck up. We have a new coat of tar on our roof.

Eddie Serabia was the lucky one to win an 18 pound turkey in a raffle for his Thanksgiving dinner.

Sam Turner has been over on Main Street buying some parts. He put over that blarney line of his so well that the firm he dealt with mistook him for one of their countrymen and introduced him to other firms as Mr. Turnervinsky. The office girls over there all smile at him now.

We are sorry to hear of the death of H. A. Jones' father. H. A. has driven back to Indianapolis where the body has been shipped for burial.

Percy Bozanko overhauls spark plugs. He also ships in horses from Arizona. These activities have won for him the title of "plug specialist."

Our thin hunter, Harold Gilfillan, has been telling some thick stories of how he thinned out those thick ducks at the Salton Sea.

We have two more hunters now, or is it only one more? John Sturm and E. S. Dick were out together. John bagged three quail and several rabbits but try as he might Dick couldn't hit a thing. Not even John.

When U. S. C. Turner starts out with his golf clubs his wife brings him to work hoping that he will stay half a day at least.

Jack Savage ventured out to Inglewood again but his wife drove the car.

After taking a shower and changing his clothes Dick Starling says that he will never take the plug out of the air tank till he is sure the air has been let out.

Clarence Marine, who is with the Richfield Oil Co. at San Francisco, was in for a short visit.

John Keller says Bill Baker is playing up to him now that he has heard of White coming out with a twin.



F. F. ROBEY

DIVISION ONE

J. E. Griffith reports that he traded his Monrovia property for a twenty acre ranch near the town of Perris.

J. J. Phillips returned to work after seven days off with a bad cold.

J. B. Mathis is back at work again after being off with a badly sprained back caused by falling in the pit. Heads up, J. B.

T. S. Hartley has returned to work after being off sick a week.

* * *

Wedding Bells

R. Lathrop and Miss Francis Ready were united in marriage November 12th. The boys on Night Shift presented this young couple with an electric iron and

electric waffle iron. Here's wishing them a long and happy married life. Oh yes Ralph, the boys like waffles.

* * *

A. H. Wutherick was absent two weeks with a bad cold.

H. W. Shenton returned to work after a bad case of pneumonia of almost two months.

In the last issue of Two Bells we said there would be more to say about the duck hunters on the Night Shift. Bill Houts, R. A. James, and Tommy Lambert were the hunters and they reported thirty-nine ducks were bagged on the trip. Houts and James say Lambert killed his duck with a club. G. Atkins take notice of club.

DIVISION TWO

L. H. Scudder says he is good for forty years on the watchman's job if he can just get some of the fellows educated to the fact that Division Two is closed except when the monthly meetings are held.

M. Yamashiro, formerly foreman of Division Two cleaners has four two room cabins which he is anxious to dispose of for \$35 each. They are wall boarded inside and wired. Located at 406 E. 54th Street.

Wilbur Welch says if you have a scratch on your face patch it up before coming around Division Two or you will go to the hospital for first aid and then your wife will think something has happened.

Wishing all a Merry Christmas and a Happy New Year.

DIVISION THREE

After laying off for Thanksgiving the car cleaners are ready to show up Division One or others for clean cars.

Ted Clarke says he ate turkey, too. Guess he can handle those store teeth now and how.

Dad Truit is as good as ever after a touch of the flu.

H. Wescombe deserted the Chevy ranks and got a Model A Ford. Live and learn he says.

Bud Magins' Oldsmobile broke an axle and Jim Scothorn had his Oakland's fender marcelled.

DIVISION FOUR

James Inman has moved out in the country on a five acre farm so that his boys can farm and Jim can have an auto ride every night and morning.

Introducing Mr. Ogden, the new man of the Division. Glad to know you, Mr. Ogden, and make yourself at home.

Jack Bradley is at present off sick with the flu. Very sorry to hear it Jack and the boys all wish you a speedy recovery.

Mr. W. H. Veal has been off some time on sick leave account of stomach trouble. We hear he is getting better and we will be glad to see him back.

DIVISION FIVE

The boys at this Division wish to extend to Mr. and Mrs. Wm. Mack their deepest sympathy in the passing on into the Unseen Temple of their son, William Mack, who was a former employe of Division Five.

Our latest addition to the car clean-

ing force is A. J. Rappe. We are glad to have you, Jack, and wish you luck.

Hey! you fellows with cold feet. See Andy Duncan he knows where you can buy shoes that will make your feet burn.

Walter Alport took a trip to Lancaster and came back with four dandy rabbits.

Another great hunter is Russell Litz. Hunting ground Victorville. One box of shells got back with one rabbit and no shells.

The boys send to personnel of Superintendent of Equipment office and all the Divisions their very best wishes for a Happy Christmas.



H. I. SCHAUBERT

Alphabetic arrangement of influenza victims: Anderson, Baldwin, Diebert, Fleming, Gaines, Hernandez, Putnam, Sotello and Thurman. The name of Zillig would have completed the list nicely, but he is too healthy. The above mentioned have all recovered, with no serious after effects. In fact, with the exception of Fleming, each one was able to do justice to a Thanksgiving dinner.

Speaking of Thanksgiving dinners, Ernie Blackwell accepted an invitation to a big feed at Long Beach, and, leaving his Ford parked in a friend's driveway, rode to the feast in style in a big Buick. On his return he found that a thief had stolen all four wheels from the Ford, leaving the car resting on the brake drums. Hope you enjoyed the dinner, Blackie.

The boys in the Yard have started their Christmas shopping. Charlie Shelton bought his wife a waffle iron that cooks 'em light, medium or dark. You see, his wife celebrates her wedding anniversary, birthday and Christmas all at the same time. And Elmer Mitchell has purchased his wife an electric mixer. If this wasn't a dry country, Elmer could also make use of it for preparation of a certain beverage that contains beaten eggs, hot water and nutmeg. Ain't Christmas grand!

Claud Hall had the misfortune to contract influenza the day that the Medical Staff released him for duty, following an operation that had laid him up for over a month. Result, another week on sick report.

Mrs. Fleetwood has also been seriously ill with influenza. However, under the competent nursing of "Dr." Fleetwood, an early recovery is to be expected.

Axel Weberg's night gang has been changed over to day work. The present cool nights should make this change agreeable, not only to the gang, but also to light sleepers who have been making it plenty "hot" for Weberg when the sound of his compressor roused them in the early morning hours.

Leslie Sparks made his son, Stanley, a present of a new rifle and is now engaged in showing him how true Texans, (Democrats), make use of firearms.