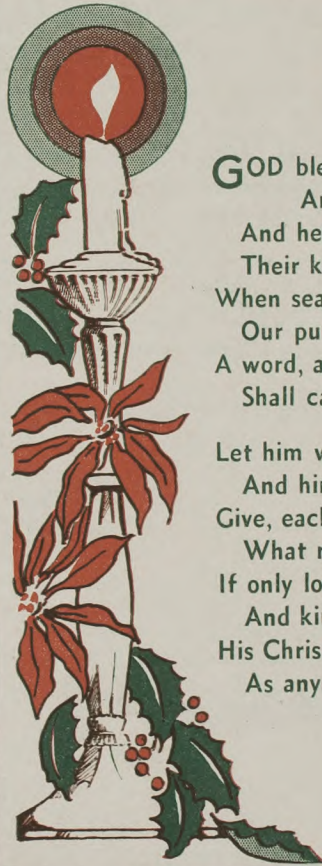
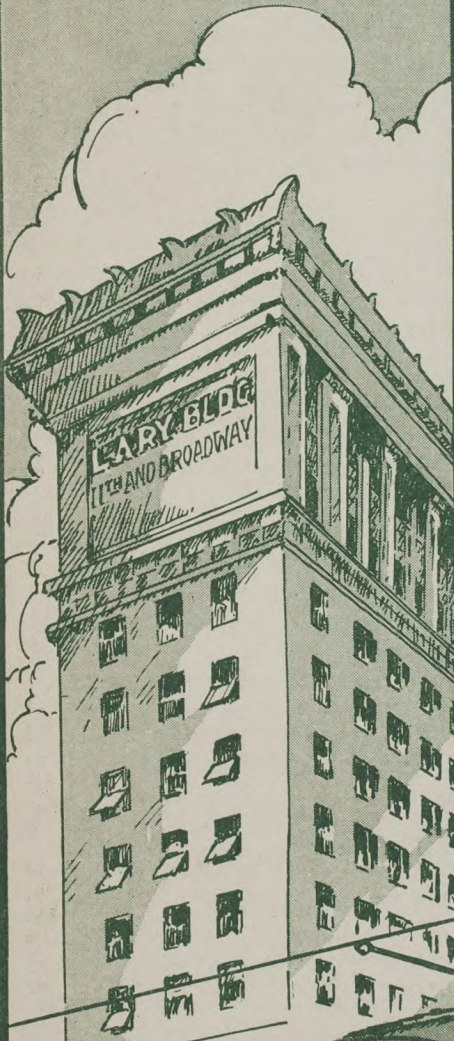


TWO BELLS





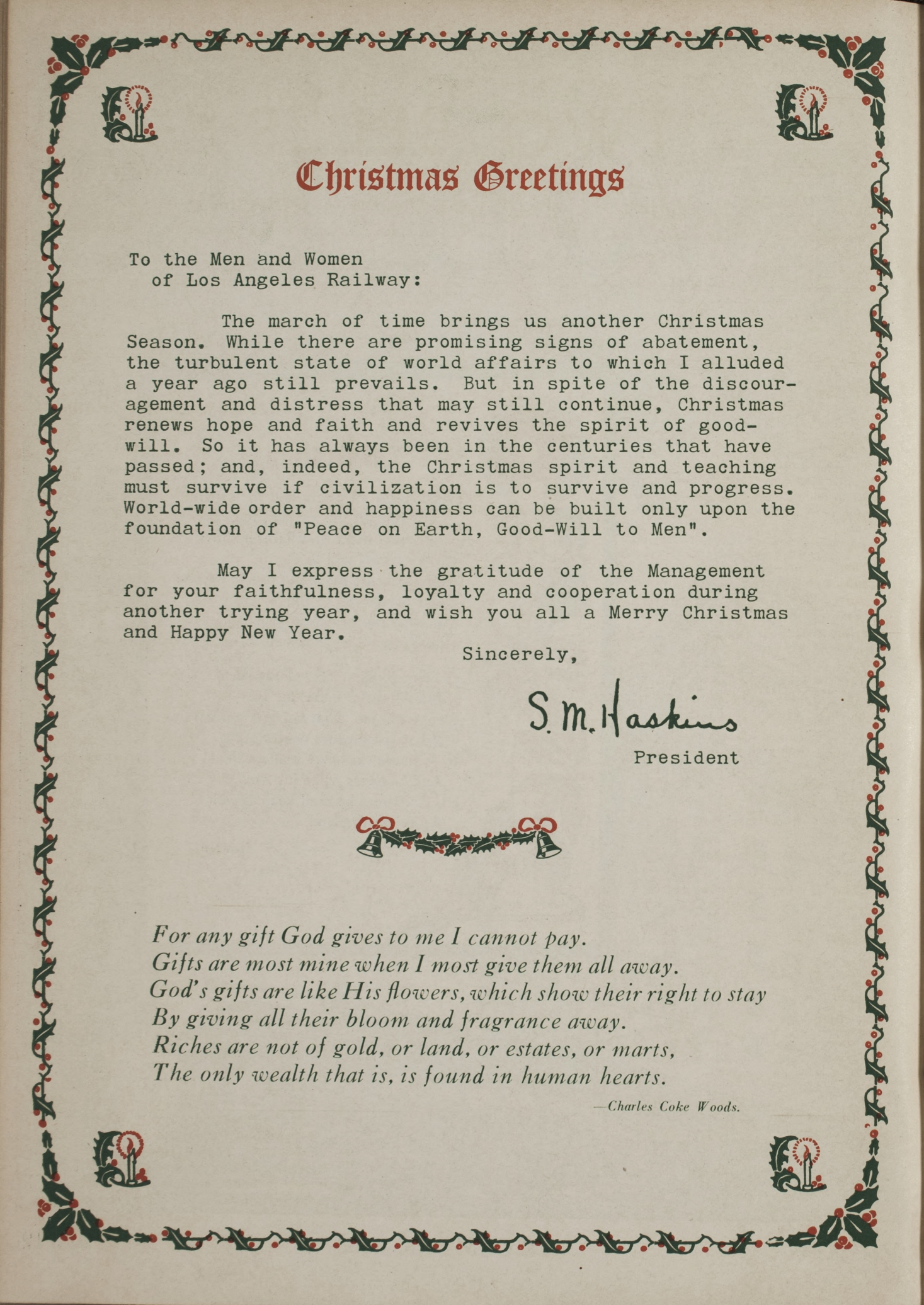
Christmas

GOD bless all givers and their gifts,
And all the giftless, too,
And help them by whatever shifts
Their kindly will to do.
When seasons, which our hearts expand,
Our purses fail to fill,
A word, a smile, a clasp of hand
Shall carry our good-will.

Let him who hath his plenty share,
And him who lacks, his lack,
Give, each one, what he may, nor care
What recompense comes back.
If only love his heart shall swell
And kindness guide his hand,
His Christmas he shall keep as well
As any in the land.

—E. S. Martin.





Christmas Greetings

To the Men and Women
of Los Angeles Railway:

The march of time brings us another Christmas Season. While there are promising signs of abatement, the turbulent state of world affairs to which I alluded a year ago still prevails. But in spite of the discouragement and distress that may still continue, Christmas renews hope and faith and revives the spirit of goodwill. So it has always been in the centuries that have passed; and, indeed, the Christmas spirit and teaching must survive if civilization is to survive and progress. World-wide order and happiness can be built only upon the foundation of "Peace on Earth, Good-Will to Men".

May I express the gratitude of the Management for your faithfulness, loyalty and cooperation during another trying year, and wish you all a Merry Christmas and Happy New Year.

Sincerely,



S. M. Haskins

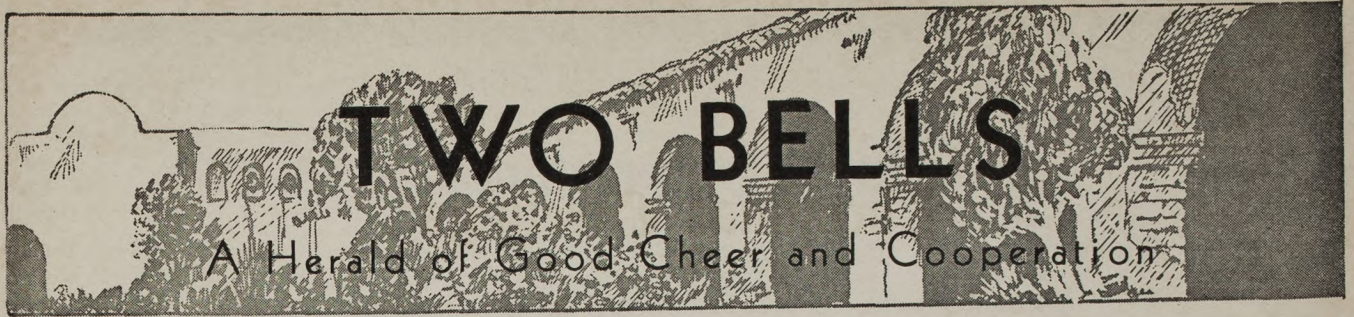
President



*For any gift God gives to me I cannot pay.
Gifts are most mine when I most give them all away.
God's gifts are like His flowers, which show their right to stay
By giving all their bloom and fragrance away.
Riches are not of gold, or land, or estates, or marts,
The only wealth that is, is found in human hearts.*

—Charles Coke Woods.





Published Monthly by and for Employees of the Los Angeles Railway

Volume Fourteen

December, Nineteen Thirty-three

Number Twelve

JANET C. McNEILL

Publicity Manager and Editor

Twelve Years Average Length of Service Over Entire System

The Personnel Department has made a report to the Management as of November 15, 1933, of the average length of service by Departments of all employes employed prior to August 1, 1933.

These figures are something to be proud of as the average length of service of employes of this Company over the entire system is 12 years. The average length of service of all platform men is over 11½ years. This is a most remarkable showing of loyalty and of the spirit of sticking to the job by the employes of this Company.

The Los Angeles Railway has always encouraged in its employes a sense of security in their jobs and the following figures are evidence of the stability resulting from the Company's policy of fair and just treatment.

As an interesting sidelight along this same line, and appropriate to Christmas time—For many years R. B.

Hill, Manager of Transportation, has sent Christmas cards to all platform men who have been in the service of the Company eight years or over. This year he is mailing Christmas greetings to 1134 men who have been in the service from 8 to 45 years.

Message From Paymaster Lane

I want to thank one and all of my friends in the Company for the lovely flowers and the many kind messages that were sent to me during my recent illness.

I assure you that these wonderful expressions of friendship help to speed my recovery and I hope soon to be back 100% on the job and personally hand you my thanks with your pay check.

George W. Lane.

Holidays, Fogs, Rain

By JOHN C. COLLINS

Supt. Meter-Mileage Department

We are now approaching the Holiday Season and the winter months are here. This means that we shall have more congestion in the central section of the city and many more people in the street, some of whom, while wondering what to get for this one or that one, will not have their minds on where they are. These days cause people to do things out of the ordinary. It is up to you to recognize this condition, keep cool and avoid injuring anybody. Any condition out of the ordinary calls for attention or action that is out of the ordinary.

The men who follow the instructions they have received in correct operation will experience no difficulty relative to accidents, slippery rails, fog or rain.

We may have considerable fog this winter. During a fog always control the speed of your car so you can stop it within the range of your vision. There is danger of overrunning a track crossing; of turning your car over by hitting a curve too fast; and one or two men are certain to run off the end of the line. See that it is not you. If you don't know where you are feel your way until you do know. Do not gamble with the lives entrusted to your care.

During a rain, keep front windows clear by cleaning them at the terminal, using a piece of tobacco, half an onion, or most anything that will cause the drops to blend. Automobiles drive on the tracks during rain storms more than at any other time. If water is on the track do not run at high speed while passing people standing in the safety zone, as the wheels throw a spray for a considerable distance.

(Continued on next page)

AVERAGE LENGTH OF SERVICE TO NOVEMBER 15, 1933, BY DEPARTMENTS OF ALL EMPLOYEES EMPLOYED PRIOR TO AUGUST 1, 1933

| Department | Total Years and Months | No. of Employees | Average Yrs. Mos. Das. | | | Average in Years |
|------------------------------|------------------------|------------------|------------------------|----|----|------------------|
| Department No. 1..... | 1086 — 3 | 109 | 9 | 11 | 18 | 9.965 |
| Secretary-Treasurer | | | | | | |
| Comptroller | | | | | | |
| Paymaster | | | | | | |
| Purchasing | | | | | | |
| Auditing | | | | | | |
| Department No. 2..... | 20981 — 5 | 1780 | 11 | 9 | 13 | 11.787 |
| Transportation | | | | | | |
| Department No. 3..... | 10534 — 11 | 902 | 11 | 8 | 5 | 11.679 |
| Engineering | | | | | | |
| Department No. 4..... | 160 — 3 | 22 | 7 | 3 | 12 | 7.284 |
| Claim | | | | | | |
| Department No. 5..... | 800 — 6 | 171 | 4 | 8 | 6 | 4.681 |
| Coach Division | | | | | | |
| Department No. 6..... | 455 — 8 | 37 | 12 | 3 | 23 | 12.315 |
| Executive Offices | | | | | | |
| Miscellaneous Offices | | | | | | |
| System—Active | 34019 — 0 | 3021 | 11 | 3 | 4 | 11.261 |
| Special Roll..... | 4095 — 4 | 136 | 30 | 1 | 11 | 30.110 |
| System—Active & Pension..... | 38114 — 4 | 3157 | 12 | 0 | 26 | 12.073 |

Holiday Greetings

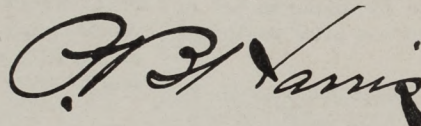
To All Members of Our Railway Family:—

I extend to each and all of you this holiday season my personal wish for a Merry Christmas and a Happy New Year.

The year just closing has been full of difficulties which have tried us all. Our Company has suffered along with all other companies and individual citizens. Decreased income has made it necessary to observe the strictest economy that we might all survive. I appreciate the loyal spirit in which all have responded to these necessary hardships.

We are entering a new era with the closing of the old year and we hope that it will bring us all into a New Year of happier and more prosperous times.

To you and to your families I extend my sincerest good wishes.



General Manager.

Do not run into deep water at high speed. If your fender hits the water it goes down to the rail and will scoop up enough water to smash your front windows onto you and your passengers.

Water running over the tracks may deposit enough sand to cause a derailment. Sand gets into the electric switches and may hold the tongue partly open. If the switch is under water, exercise care in going through. Moving water may interfere with your sense of direction—be conscious of the feel of the front wheels, whether or not they are going right. If in doubt on any point, get your information from the Division Instructor before you get into trouble.

You may meet many people who are not going to have a very merry Christmas this year and to whom the outlook for the New Year is not so bright. You may like to help them but feel you have nothing to give. You are mistaken. You can give them a friendly smile and a cheerful greeting and, by strict attention to your business, not add to their discomfort.

You can at least wish them, as I do you and yours, a Merry Christmas and a Happier New Year.

Employes Give in Holiday Spirit To Those Less Fortunate

Again the Los Angeles Railway employes have responded to the call for help from those less fortunate and up to November 27th have contributed to the Community Chest the amounts as set forth in the following table:

| Department | Employes | Subscribers | Pledges | Cash |
|--------------------------------|----------|-------------|------------|------------|
| Division 1 | 485 | 249 | \$ 733.00 | \$ 15.50 |
| Division 3 | 378 | 347 | 594.75 | 149.75 |
| Division 4 | 450 | 426 | 963.75 | 118.75 |
| Division 5 | 463 | 360 | 941.82 | 169.82 |
| L. A. Motor Coach Co..... | 320 | 297 | 914.75 | 11.75 |
| L. A. Ry. Motor Coach Div..... | 205 | 225 | 870.50 | 16.00 |
| Mechanical Dept. | 700 | 353 | 767.25 | 125.75 |
| Engineering Dept. | 319 | 322 | 962.50 | 86.00 |
| General Office | 250 | 211 | 1,290.60 | 502.50 |
| Totals..... | 3,570 | 2,790 | \$8,038.92 | \$1,195.82 |

Merry Christmas and Happy New Year
from Two Bells to its Readers

Summary Showing Increase in Straight Runs

The Management of the Los Angeles Railway at all times has endeavored to the best of its ability to furnish the best working conditions possible at the highest wage its earnings would justify.

The Company has always realized that working conditions are one of the greatest factors in inducing loyalty and in raising the morale of the working force. Under the N R A and complying with the request of employes, the Management has created as many straight runs as possible and has reduced to the minimum the spread of two piece runs.

The increase in the number of straight runs at present over those in effect September 30, 1933, is made possible by the shortening of the working day in compliance with the provisions of the Code, but it has brought about a condition which is not satisfactory to some of the employes. However, we believe that eventually this condition will be overcome.

By making more straight runs, the number of trippers is increased and those men who, because of their seniority, have the right to choose this preferred class of runs, have better working conditions and are better satisfied. However, the Management cannot consider the older men alone, but must consider all employes regardless of their class.

In order that all concerned may be correctly informed the following table is printed which shows the runs at each Division as of September 30, 1933 and as of November 24, 1933, divided into two classes, early and late, and showing the number of straight runs in each class and the total; also the number of extras or trippers as of the two dates.

The amount of service on the street is determined by the amount of patronage on our lines and the hours this service must be rendered determines to a great extent the spread in the runs. While the Management would like to have all runs straight eight hours, it is humanly impossible to do so and provide service at the time needed. It is impossible to provide service at the time needed and avoid having a spread in the runs.

We shall continue in the future as we have in the past to make sincere effort to give as many straight runs as possible with a minimum amount of spread time on two piece runs, but it is not expected that the extra list will be satisfied with an A. M. and P. M. tripper. The Management is now at

work on a plan that it is hoped will relieve the situation as far as the extra board is concerned.

In conclusion, if anyone in the employ of the Company, no matter in what department, can construct a set of runs, Daily, Saturday and Sunday, that will more evenly divide the time between employes, that will increase the number of straight runs, yet keep them under nine hours with some exceptions, that will reduce the spread in two piece runs at no greater cost to the Company, that will meet with the approval of all platform men concerned, the Management will be more than glad to put that set of runs into effect.

The Management invites the submission of any plan along these lines that will improve the working conditions of the men in the platform service.

New Type Coaches

Four Utility Coaches have just been placed in Los Angeles Motor Coach service. They have several novel features. As stated in a late issue, the engine is in the "trunk". The clutch, brake and accelerator pedals are all of the organ type and, side by side, make up the operator's footboard. The clutch and gear shift are electro-pneumatic, the gear shift being on the dash and about the size of a lead pencil. They have direct interior lighting and electric fan ventilation. Weighing but some 2000 pounds more than heavy touring cars, they have better performance than many automobiles.

Holland, only some 12,000 square miles in itself, possesses a colonial empire seventy times as large.

Comparative Statement Showing Number of Early and Late Runs with the Number of Straight Runs in Each Class. A. M. and P. M. Extras as of September 30, 1933, and the Same Items as Reflected by Schedules in Effect on November 24, 1933.

| TWO MAN CAR LINES | | | | | | | | |
|---------------------|------------|----------|-----------|----------|------------|----------------|--------------|--------------|
| | Early Runs | Straight | Late Runs | Straight | Total Full | Total Straight | A. M. Extras | P. M. Extras |
| Division 1 | | | | | | | | |
| Sept. 30, 1933..... | 113 | 5 | 51 | 34 | 164 | 39 | 3 | 6 |
| Nov. 24, 1933..... | 123 | 56 | 54 | 33 | 177 | 89 | 16 | 20 |
| Increase..... | 10 | 51 | 3 | (d) 1 | 13 | 50 | 13 | 14 |
| Division 3 | | | | | | | | |
| Sept. 30, 1933..... | 69 | 1 | 32 | 19 | 101 | 20 | 4 | .... |
| Nov. 24, 1933..... | 72 | 31 | 34 | 22 | 106 | 53 | 16 | 18 |
| Increase..... | 3 | 30 | 2 | 3 | 5 | 33 | 12 | 18 |
| Division 4 | | | | | | | | |
| Sept. 30, 1933..... | 79 | 3 | 34 | 15 | 113 | 18 | 10 | 9 |
| Nov. 24, 1933..... | 80 | 41 | 42 | 26 | 122 | 67 | 16 | 22 |
| Increase..... | 1 | 38 | 8 | 11 | 9 | 49 | 6 | 13 |
| Division 5 | | | | | | | | |
| Sept. 30, 1933..... | 120 | 4 | 47 | 30 | 167 | 34 | 13 | 6 |
| Nov. 24, 1933..... | 124 | 41 | 51 | 26 | 175 | 67 | 21 | 17 |
| Increase..... | 4 | 37 | 4 | (d) 4 | 8 | 33 | 8 | 11 |
| All Divisions | | | | | | | | |
| Sept. 30, 1933..... | 381 | 13 | 164 | 98 | 545 | 111 | 30 | 21 |
| Nov. 24, 1933..... | 399 | 169 | 181 | 107 | 580 | 276 | 69 | 77 |
| Increase..... | 18 | 156 | 17 | 9 | 35 | 165 | 39 | 56 |

| ONE MAN - TWO MAN LINES | | | | | | | | |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| | C - M | C - M | C - M | C - M | C - M | C - M | C - M | C - M |
| Division 4 | | | | | | | | |
| Sept. 30, 1933..... | 27 | 22 | 3 | 3 | .... | 13 | .... | .... |
| Nov. 24, 1933..... | 27 | 24 | 9 | 14 | .... | 13 | .... | .... |
| Increase..... | .... | 2 | 6 | 11 | .... | .... | .... | .... |

| ONE MAN LINES | | | | | | | | |
|---------------------|-------|-------|-------|--------------|-------|-------|-------|-------|
| | C - M | C - M | C - M | C - M | C - M | C - M | C - M | C - M |
| Division 1 | | | | | | | | |
| Sept. 30, 1933..... | 29 | 6 | 9 | 9 | 38 | 15 | .... | 2 |
| Nov. 24, 1933..... | 30 | 15 | 10 | 5 | 40 | 20 | .... | 3 |
| Increase..... | 1 | 9 | 1 | (d) 4 | 2 | 5 | .... | 1 |
| Division 3 | | | | | | | | |
| Sept. 30, 1933..... | 46 | 3 | 15 | 9 | 61 | 12 | 4 | 4 |
| Nov. 24, 1933..... | 49 | 18 | 15 | 8 | 64 | 26 | 6 | 6 |
| Increase..... | 3 | 15 | .... | (d) 1 | 3 | 14 | 2 | 2 |
| Division 4 | | | | | | | | |
| Sept. 30, 1933..... | 26 | 3 | 15 | 8 | 41 | 11 | 1 | .... |
| Nov. 24, 1933..... | 30 | 18 | 16 | 10 | 46 | 28 | .... | .... |
| Increase..... | 4 | 15 | 1 | 2 | 5 | 17 | (d) 1 | .... |
| Division 5 | | | | | | | | |
| Sept. 30, 1933..... | 25 | 2 | 9 | 6 | 34 | 8 | 2 | .... |
| Nov. 24, 1933..... | 27 | 11 | 10 | 6 | 37 | 17 | 3 | 4 |
| Increase..... | 2 | 9 | 1 | .... | 3 | 9 | 1 | 4 |
| System | | | | | | | | |
| Sept. 30, 1933..... | 126 | 14 | 48 | 32 | 174 | 46 | 7 | 6 |
| Nov. 24, 1933..... | 134 | 62 | 51 | 29 | 187 | 91 | 9 | 13 |
| Increase..... | 8 | 48 | 3 | (d) 3 | 13 | 45 | 2 | 7 |
| | | | | (d) Decrease | | | | |

Is Your Insurance In Order?

By R. A. PIERSON, *Superintendent of Personnel*

My experience over a period of three years in the Personnel Department has caused me to realize that a majority of us feel that as long as we are well and able to work it is not important to promptly notify the Personnel Department of the death of the party named as our beneficiary for our insurance and Provident Fund. We all realize that misfortune often overtakes our fellow-worker, but we all think it will not overtake us. A majority of us feel that we have our beneficiary properly designated, not realizing that an accident might take our beneficiary as well as ourselves, and unless a second beneficiary is named, a great many complications will arise.

To cite examples of this: A few months ago, one of our employes passed away very suddenly. His father was named as beneficiary, but the father had passed away two months before, and there was no contingent or second beneficiary named. This necessitated dividing the amount of the policy among his sisters and brothers, and one brother being a minor, it was necessary to appoint a guardian for him. If the employe had reported the death of his father promptly and made the change of beneficiary at that time, or if there had been a second beneficiary named,

the case could have been closed in a very short time, instead of taking between two and three months.

Another case was that of an employe who designated the beneficiaries for his Provident Fund as his wife and son. The son was a minor, making it necessary to have a guardian appointed, the cost of which consumed about thirty per cent of the amount left to the son.

Another case was that of an employe who was foreign born, and in naming his beneficiary, he stated he was his son, when as a matter of fact, after the death of the employe it was discovered that the party by the name he gave was a brother and no son could be located. On account of this error and the beneficiary being in a foreign country, it took between eighteen months and two years to settle the claim.

It is our desire to pay all claims just as soon as possible, and with the exception of complications, ninety-eight per cent of the claims are paid even prior to funeral services. We are anxious that each member of the Employes' Benefit Fund designate his beneficiary just as he desires, but due to the number of cases we have had where complications have arisen, I feel justified in calling the attention

of all members to this important matter.

While I am not attempting to advise our employes in regard to their personal affairs, from my observation, it would seem that it would pay all of us to make a check of our personal affairs, and a majority of us can very easily "put our house in order", with a very little effort, thereby saving what property and money we have from going through the courts or the public administrators for settlement.

Let us all go over our personal affairs, and see whether we have named our beneficiary properly, and have a contingent or second beneficiary named in case something should happen to the first beneficiary. The Personnel Department, Room 522, Los Angeles Railway Building, is open to everyone, and we will gladly assist any of our employes should they care to come to the office.

Bill Snyder III

Chief Supervisor Snyder was taken to the California Lutheran Hospital on December 3rd. He is getting along nicely and has the best wishes of his many friends.

Even out over the center of our largest ocean there are as many as 750 particles of dust in every thimbleful of air.

Candidates for the Big League



Here is a likeness of just the best baseball players of the 16th Street Garage. Back row from left to right G. Oliver, W. Dewhirst, F. Land, H. Nordmark, F. Claudino, Commissioner G. Holmes, Umpire E. Serabia, N. Winston, T. Ake, E. Cobb, E. Hall, F. Hall, and C. Hodges. Sitting down in the front row from left to right, E. Wetzler, J. Savage, N. Lane, B. Walters, A. Seyferth, A. Young, H. Pree, H. Veil, R. Kirkwood and O. Knox.

Standing in the front row, center, is our friend and donor of the cup, Mr. H. C. Crocker. The men on the left of Mr. Crocker are the Blue Eagles and the men on the right are the Pirates who were in the final series of the Noon League. Those hard-hitting Pirates won the cup for this year.

News of L. A. Railway Employes Assn.

A meeting of the Association held on November 14th proved to be a very interesting one. A full house it was and it proved beyond a doubt that this Association will succeed in its endeavors to promote good will and a better understanding with all the employes of the Los Angeles Railway Company.

It is, as you know, impossible to transact business successfully at a general gathering of this sort, but it can be ascertained what is needed for the best interests of our members.

Mr. Haskins, President of the Los Angeles Railway Company, beyond all doubt clarified a good deal of the misunderstanding which existed among the employes of our Company and it is definitely sure that we are on the right track and that the Los Angeles Railway Employes Association is one that should be supported by every one.

The Board of Governors feels that it is getting your support and, with this feeling, it will accomplish a great deal.

The meeting will be followed by others and each meeting will add greater support to our undertakings. We are new in the field of collective bargaining but in spite of this we have done a great many things which affect individuals as well as employes in general.

Be a booster for the Los Angeles Railway Employes Association and help the cause.

A prompt payment of dues is urged. Send your dues in to your respective Governors.

Watch for the announcement for the next general meeting.

F. W. MELLENTIN, *Secretary.*

DIVISION THREE

On November 10th Division Three members of the Association had the privilege of hearing Mr. Bob Pierson speak at both the morning and evening meetings and, on behalf of the members, I wish to thank Mr. Pierson for taking the time and trouble to speak to us.

Our meeting on November 24th had a fair attendance; extra men were well represented at the meeting.

Don't forget we have regular meetings on the second and fourth Fridays of each month, and don't forget your dues.

W. H. HOLLENBECK,
Governor, Division Three.

DIVISION FOUR

Another month has rolled around and we have had two good meetings, very well attended, but there are still a lot of members that can attend these meetings who do not come.

Now, fellows, let's all turn out for the next meeting which will be announced later.

We have signed up a lot of new members this last month. Keep up the good work, fellows.

Wishing you all a very Happy Christmas.

S. T. COOPER,
Governor, Division Four.

DIVISION FIVE

Since the last issue of Two Bells several more of the trainmen at this Division have become members of the Los Angeles Railway Employes Association. However, there are still a number who have not joined as yet. We invite you to become members so that this Division will be as nearly unanimous as possible.

Through the efforts of the Los Angeles Railway Employes Association we have been able to have the practice of dead-heading to other Divisions eliminated. We have been successful in having the special trip report abolished. We have succeeded in having the practice of paying cash in advance for coach tickets discontinued. We have secured a better schedule of runs, especially in the matter of having a considerably larger number of straight runs.

These improvements have been secured by friendly and cooperative effort between the Los Angeles Railway Employes Association and the Los Angeles Railway Management, and they have been secured by request, rather than by demand which, after all, is the right and proper way.

Once again allow me to remind all you members to send me your requests and I assure you I will do the best I can in regard to them.

C. E. MCCARTHY,
Governor, Division Five.

Chess Club

The Los Angeles Railway Chess Club was defeated 4½ to 3½ by Cal-Tech at Pasadena on Friday, November 24th.

The next game to be played is with Pasadena at Division Four on Wednesday, December 6th. All chess enthusiasts are invited.

On Wednesday, December 13th, the annual election of officers will be held. All members are urged to be present.

LELAND E. DYE, *President.*

Notice To Employes

The method of conducting collective bargaining proceedings was explained by the Management to the representatives of the Amalgamated Union and the Company Association at meetings held November 7th. It is desirable that all employes have this information.

It was stated that the Management is prepared at all times to meet and confer with the chosen representatives of the employes' organizations for the consideration and determination of all matters that concern both employer and employes. Mr. P. B. Harris, General Manager, will act on behalf of the Company in arranging for these meetings.

The entering into of a contract between the Company and employes, as was suggested, was declared by the Company to be unnecessary to the attainment of the objectives of collective bargaining, and in the Company's opinion an unwise policy. It was, therefore, announced that the Company would not make any such contract.

Assurances were given to the representatives of both organizations that full information, financial and otherwise, of the Company's affairs would at all times be available.

S. M. HASKINS,
President.

P. B. HARRIS,
General Manager.

Foremen's Club

After the regular summer vacation the Los Angeles Foremen's Club held its first fall monthly meeting Tuesday evening, November 21st, at the Fibre-board Products Company plant on East Vernon Avenue, with nearly two hundred members and guests in attendance.

A good feed was enjoyed by all after which guides were furnished and all present were conducted on a very interesting and instructive tour of the twelve acre plant. We saw the making of paper and packing box material from the bundles of old papers to the finished products.

Several Los Angeles Railway foremen members were present and all report an evening very well spent.

D. RISHEL.

Lary Veterans Club

The Hallowe'en Masquerade Dance on November 4th was a big success. There were many costumes and when the time came for the judges to pass on the prize winning costumes, they sure had their hands full. First prize for the ladies was won by Mrs. Esther Williams, Secretary of the Auxiliary, who impersonated "Topsy" of Uncle Tom's cabin, and she sure was **some** Topsy! Acting-Commander Timmons won first prize for the men. Words can't describe his outfit.

The next dance, December 9th, will be over when you read this, but keep in touch with your Division Commander as there will be a Christmas Tree Party for the kiddies some time between the 15th and the 25th of December. The Ladies Auxiliary is making arrangements for a big time and as soon as the date is known a bulletin will be issued. Keep after your Division Commander if you do not receive your bulletin.

Nomination and election of officers will take place in January. Date to be announced later.

J. A. MADIGAN, *Adjutant.*

Sunrise Post

Jim Simmons, Division One Mechanic, has been a busy boy these days for Jim reigns supreme as First Vice Commander of Sunrise Post American Legion.

This keeps him busy as membership chairman and he also serves on the housing committee and now has the Post in new quarters at 828 South Hicks Street.

Comrade Jim has successfully put on some real dances at the new club house and announces dances for the 16th and 30th of December.

Everyone enjoys these Legion affairs and they are well attended as the railway family is always invited.

The Auxiliary has been quite active of late and Mrs. Gilmore, wife of Supervisor Gilmore, is serving as Secretary of the Unit this year.

Mrs. Stoddart, wife of Jerry Stoddart, Division One Conductor, is serving as Executive Committee Woman.

The ladies are very active in support of the Post programs and are doing good work among the disabled and orphaned.

The old bus may look shabby, but it's fun not to give a darn what happens to the fenders.

Veterans Auxiliary

Ladies, Wednesday, December 20th is a most important date to all members of our Auxiliary. On that date we will nominate our officers for the coming year. Nominations for all offices will be in order and the election will be held in January.

Now ladies, it is most important that each and every member of our Auxiliary be present at our next meeting. The coming year will be one chuck full of business, one in which we will need the cooperation of every member. Our success depends entirely upon the assistance we receive from each and every one of you. So be sure that you are with us at 8:00 P. M. in Harding Hall on the night of December 20th.

Our basket supper social certainly was a huge success. One of the members of the Veterans Club asked "Why don't we have more of these good times?" Is that not proof enough for you folks who stayed at home. But cheer up, more good times are coming. Be sure that you do not miss out again, or I am afraid we will have to issue some "Brownies."

To the members of the Veterans Club, the ladies of the Auxiliary, and to all employes of the Los Angeles Railway and their families, we extend the Seasons Greetings. May Santy fill your stockings full to overflowing with what you are wishing for and may the coming New Year bring you Good Health, Good Luck and Blessings worth while.

ESTHER L. WILLIAMS, *Secretary.*

Commander Angel Writes Us

Albuquerque, New Mexico
Publicity Department,
Los Angeles Railway Corporation.

I received three issues of Two Bells last week mailed from your office and can't say enough to express my many thanks. To me it was music to my ears to be able to hear what my many friends were doing, also the many great things the Los Angeles Railway Corporation has done since I left the city. With many thanks I wish to remain,

Yours truly,
(Signed) M. J. Angel,
Commander L. A. Railway
Veterans Club.

(Mr. Angel's address is 1305 Los Lomas Road, Albuquerque, New Mexico, and we are sure he would be glad to hear from some of you.—Editor.)

Scout Troop 45

On Friday night, November 3rd, Scout Troop 45 had a party at its meeting rooms. After the salute to the flag the Scouts played games until 8:00 o'clock and went upstairs for the rest of the time.

Julio Reyes stood between two doors in the dark and shook hands with every Scout. He had some very sticky flour and water on his hand. When everybody was seated Doctors Fife and Levitz performed an operation to take some of the hot air out of B. Bower. Mr. Bower and some of the Scouts told ghost stories and we had apples and popcorn balls. There were forty-nine people at the party.

The next day the Troop met at Division One at 2:00 P. M. to start on an overnight hike to Camp Arthur Letts where they have a fine swimming pool. The Camp is located in the Hollywood hills near the Hollywood Bowl.

When we arrived we were placed in cabins with upper and lower bunks. Each cabin contained ten boys. Each meal was prepared by a cabin under the supervision of Mr. Fife. That evening, in the Mess Hall, we had an entertainment of songs, games, and wrestling and boxing matches.

Sunday morning the canoes were put on the water and we had canoe tilting and various other contests. Some of the boys made up a baseball team under the leadership of Martin Hiri-goyen and they decided to play the Committeemen. The Scout team won.

At 4:00 P. M. we packed up and left for home. Everyone had a fine time.

BOB BOWER, *Publicity Manager.*

LYNN WEBER, *Two Bells Reporter.*

Appreciations

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

The Kriewald Family.

* * *

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

E. H. Lee and Children.

* * *

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

John Hagerman and Family.

Little Railwayans



Top row, left to right: Folks, meet Miss Pearl Madigan, ten year old daughter of Foreman Jim Madigan of Division Five. And folks, what a Pearl she is.

Eddie, son of E. J. Miller, Superintendent's office, South Park Shops. Eddie is an expert tricycle driver.

On the left we have "Young" Joe Madigan, age three years and on the right his big brother "Jolting" Jimmie Madigan, age six years. This fight is still going on. One day "Young" Joe slips over a sleeper and the next day "Jolting" Jimmie finishes on top. Their trainer, manager, promotor and daddy, is Foreman Jim Madigan, of Division Five.

This cute little tricyclist is Miss Betty Marie Thomason, daughter of Conductor M. J. Thomason, of Division Five. Little Betty will be three years old next month.

Ellen Marguerite Cooper, the dutiful little daughter of Conductor S. T. Cooper of Division Four was entertaining "Cousin Jean" when the above picture was taken and refused to be "photoed" alone so we'll just have to explain. The taller girl is Miss Cooper. She's thirteen and, we must add, she's a very nice little lady.

Second row, left to right: Richard Bettell and his little brother, Albert, don't believe in "puttin' on airs" when they have their pictures taken but they certainly are two mighty fine little fellows. Richard is thirteen and Albert is five. They are the sons of Conductor-Operator B. R. Bettell of Division Four.

Wayne Russell Redmond. How would you like to have this husky, handsome little gentleman for a playmate? Well, stop your wishing, folks, because Supervisor H. A. Redmond of Division Four, is the proud papa and you haven't a chance. Baby Wayne is sixteen months old now and "Pappy" Redmond says, "Be sure to remark about his 'perty bloo eyes'."

Little Marilyn McCornack showing much more interest in life than she did in her last picture which was taken when she had arrived just a short time. She is now five months old and quite a young lady. Her proud daddy is J. H. McCornack our Two Bells Scribe at 16th Street Garage.

Joan Josephine Starkey. A prize winner for pulchritude. Yes, sir, little Joan is certainly a winsome little lady. She is the fourteen months old daughter of Motorman L. A. Starkey of Division Four.

This curly haired little miss is fourteen months old Joan Dolores Jolly, and her granddaddy is Conductor and extra clerk V. M. "Muck" Muckenthaler, of Division Five.

These three fine little youngsters are LaVaughn age 4, Patricia age 3 and Wallace age 1/2, children of Foy Land of the 16th Street Garage. Wallace who is the youngest claims he is the biggest.

Bottom row, left to right: This little chap here, wearing his granddaddy's cap, is William Dee Whipple, age just eleven months. The proud granddaddy is Motorman W. C. Honey of Division Five. Isn't he a Honey?

The Tallant Twins. Who would dispute our word? The Tallant twins, Jacqueline and Wallace, eight years of age, are just about the handsomest pair of kiddies we ever gazed upon. They are the children of Motorman Burl Tallant of Division Four.

They Keep 'Em Rolling at Division Three



These are some of the men at Division Three who "keep 'em rolling", and when it comes to puttin' 'em together, the mechanical bunch at this Division might be equaled, but never beaten. Those in the back row standing without any visible means of support are, left to right: M. J. Krakar, A. L. Hamberg, A. O. Roman, R. H. Wescombe, A. Pabst, T. G. Hubbard, W. V. Cook and T. C. Clark, Assistant Foreman.

The men kneeling in one of those "crap-shooter" formations are, left to right: W. Wickwar, G. Atkins, F. B. Marshall, Foreman E. C. Muse, W. Houston and Clerk G. F. Feneer.

Square and Compass Club

Our last meeting was held at Weiss Viennese Cafe. We had a delicious dinner followed by delightful entertainment by Pierre White and Tony Arretta and a short community sing fest.

The Club welcomes and congratulates Brother Frank W. Hawkins, Conductor Division Five, Brother Gerald A. Coxe, Substation Operator and Brother Carter R. Lewis, Motorman Division Five, who were admitted to the Club unanimously. The Club extends its deepest regards to our newly acquired Brother Carter Lewis who was hit by an automobile while on his way to work on his motorcycle and is now in the California Hospital with a broken leg. Here's wishing you a speedy recovery, Carter.

The big event of the year is close at hand and on Saturday night, December 16th, 1933 at 7:00 o'clock our annual dinner will be held at Boos Bros., 319 W. 5th St. A turkey dinner with all the fixin's, entertainment and some very important business will be brought before the meeting. It is anticipated that the attendance at this meeting will far exceed any of the past. So mark off the 16th on your calendar for the big night of the year.

Fraternally yours,

WALTER J. BORN, *Recording Secretary.*

LARY LAFFS

In days of old when nights were cold
It took two fleeces from the fold
To dress a lady fair.
But in these days of jazz and bob
A little silkworm does the job
With time galore to spare.

She: "Did you tell your father over the phone we were engaged?"

He: "Yes."

She: "What did he reply?"

He: "I'm not sure whether he replied, or whether the line was struck by lightning."

The editor of a country newspaper retired with a fortune. When asked the secret of his success, he replied:

"I attribute my ability to retire with a \$100,000 bank balance after 30 years in the newspaper field, to close application to duty, pursuing a policy of strict honesty, always practicing rigorous rules of economy, and to the recent death of my uncle, who left me \$98,500."

Another way to keep cookies and doughnuts safe from juvenile hands is to lock them in the pantry and hide the key under the soap on the washstand.

"Well, what do you think of our little city?"

Prospect: "I'll tell you, brother. This is the first cemetery I ever saw with lights."

"Oh, Martha," the little girl called from the springhouse to the dairymaid, "there's a mouse swimmin' round and round in the biggest pan of milk."

"Goodness," said Martha, "did you take it out?"

"No," said the little girl. "I threw in the cat."

The little boy was seeing the sea for the first time. He gazed at it earnestly for a while and then, turning to his mother, remarked gravely:

"I 'spects it's the fishes that makes it wobble."

The following notice appeared on a Church Calendar:

Our Annual Strawberry Festival
Will be held
Next Friday
Admission—35c
(Owing to the Depression we will have prunes)

"Sakes alive! How in the world does the colonel ever sleep in that screenless room?" asked an overnight guest of the Kentucky manor at breakfast as he showed his punctured hands.

"Very simple, sah," explained Sambo. "Yuh see, de massah's so full de fust half de night he nevah notices de skeetoos, and de skeetoos so full de las' half de night dey never notices de massah."

A health expert points out that people who have cold baths throughout the winter seldom have the flu. No, but they have cold baths.



BOUQUETS

Courteous and efficient service is the best antidote if a customer is irate. Remember that "a soft answer turneth away wrath."

For (1) Conductor I. Gasparro of Division Three from Miss Blanch Austin for his many kind acts to passengers while she was on his car.

For (2) Conductor R. W. Bower of Division One from Mrs. Leon G. Ball for the courteous and gentlemanly manner in which he explained why the unpaid passengers were in one end of the car.

For (3) Conductor H. A. Beals of Division Three from Mary E. Jones for kindly rescuing and returning her purse to her when she left it on the car while on her way to a hospital. She especially commended Conductor Beals for refusing to take a reward as she has been out of work for some time.

For (4) Conductor E. Cox of Division Three from B. Mahin for the loan of car fare.

For (5) Conductor C. V. Judd of Division Three from H. S. Morganthall for kindly paying his car fare.

For (6) Conductor W. T. Russell of Division Three from J. E. Wolfe who observed this operator get clear off his car to assist an elderly, crippled woman off the car with her shopping bag.

For (7) Motorman C. M. Detrick of Division Five from Grace G. Adams for his careful driving and strict attention to duty and for looking after his passengers.

For (8) Conductor W. D. Smiley of Division One from H. H. Knowles who wrote: "I was very much impressed by the courtesy shown an old lady asking for street car information."

Bouquets were received for the following men for whom we have no pictures:

For (9) Conductor E. W. Fink of Division Three from Mrs. M. Durringer for his courtesy to and care of her when she boarded his car after being taken ill down town. Mrs. Durringer paid Conductor Fink the highest com-

pliment possible when she continued her letter as follows:

"I also wish to mention that I have noticed several times how the older men were breaking in new ones and I could not help but notice the kindness and interest they took in the new men in their charge. I spoke to this conductor and he seemed so proud and said, 'Thanks, lady. We have a very nice bunch of men and a wonderful superintendent, and we all try to be loyal to him and to the company'. I guess No. 1078 is one of the older men, the way he spoke. I could not help but write this as it sounded so good to hear a man speak so well of his superior and fellow workmen that I felt this conductor should be complimented."

For (10) Motorman W. D. Perkins of Division Four from John F. Putman for exceptional courtesy to passengers.

For (11) Conductor N. A. Matlock of Division Five from Mrs. M. Truax who wrote: "I was unfortunately taken quite ill while on the car and your conductor was kind enough to extend every aid possible. It affords me much pleasure to call to your attention his kind, courteous service."

For (12) Conductor T. D. Starks of Division Four from John W. Green for courteously paying his fare. Mr. Green said: "Your company may well be proud of the manner in which he met the difficulty."

For (13) Conductor A. F. Steiner of Division One from S. S. McKinny for his courtesy in paying his fare when Mr. McKinny thought he had forgotten his money. Mr. McKinny says: "Conductors of Mr. Steiner's type make and hold friends for your company."

For (14) Conductor C. O. Hagen of Division Four from Mrs. Frank K. Weidler who sent in a splendid bouquet as follows: "I wish to commend your conductor for his wonderful cooperation with the passengers. A young lady was taken very sick with nausea and vomiting. She was in a very embarrassing position. The conductor took charge of the situation in a wonderful way, much to the admiration of all the passengers on the car, and I feel he deserves a recommendation for his kindness and consideration in this matter. I was told by a passenger that that is his customary way of handling situations of any kind

on his car. He is also very courteous and obliging."

For (15) Conductor G. B. Capps of Division Four from Mrs. Emma G. Elliott for being always polite and courteous to everyone even though his car is always crowded morning and night.

For (16) Conductor G. E. O'Bar of Division One from Mrs. Carrie V. Colby for being cool headed and courteous to everyone even though the passengers seemed so cross and out of sorts that particular morning.

For (17) Conductor W. J. Dean of Division Five from C. Fink for returning a package of costume jewelry which was lost on his car and considerately saving passenger a trip down town.

Hooray for Division Five

Extry! Extry! For the first time since April, 1929 Division Five has captured second place in the average number of witnesses per accident columns, and it was accomplished without even changing or raising the October average.

Division Three still retains first place but Division Four has an unusually low average for November.

Comparative figures for the average number of witnesses per accident for October and November follow:

| October | | November | |
|-------------|------|-------------|------|
| Div. 3..... | 5.75 | Div. 3..... | 5.49 |
| Div. 4..... | 5.37 | Div. 5..... | 4.63 |
| Div. 5..... | 4.63 | Div. 4..... | 4.55 |
| Div. 1..... | 4.29 | Div. 1..... | 3.86 |

There were 202 more accidents in November than in October. November accidents 1288; October 1086.

The average witnesses per accident for all Divisions is a little lower this last month with 4.61 for November and 4.90 for October.

For Sale

G. E. Hotpoint range, full automatic, four burner, large size. Model R-42. With all fixtures ready to set up. Finished in white enamel. Cost \$303.00. Used 16 months. Will sell for \$100.00. Would make a fine Christmas present. John Keller, 16th St. Garage. Phone PProspect 1104. Res. 1135 E. 87th Place.



BIRTHS

A fine nine and a half pound baby boy arrived at the home of Conductor I. H. Stewart, of Division One, on November 18th. He arrived via the Methodist Hospital and all concerned are doing nicely. His name is George Ivan and his daddy says he is some boy!

* * *

Operator F. R. Brown received the congratulations of his many friends on the birth of a baby girl November 23rd. The little lady weighed five and a half pounds and has been named Shirley Mae. Operator Brown is a Division Four trainman.

* * *

Motorman L. A. Starkey was also congratulated November 9th when he became daddy to a nine pound baby boy. His majesty has been named LeRoy Elmer. Motorman Starkey is also a Division Four man.

* * *

Born to Mr. and Mrs. Joe E. Geiger, a seven pound baby girl on Armistice Day, who will be known as Miss Joy Janean. Mother and daughter are doing nicely. Mr. Geiger, if he passes on from pride, will be remembered as a painter at South Park Shops.

* * *

A. L. Irwin, of the Motor Coach Division, is the proud father of an eight pound boy. Edward Leroy was delivered at his home November 23rd. Mother and son are doing fine.

* * *

C. Lyles, of the Motor Coach Division, is telling us about the fine baby girl who arrived November 24th. She has been named Barbara Lea and although she is a tiny little thing only weighing five pounds and four ounces, she is doing fine.

* * *

H. C. Zimmerman, of the Motor Coach Division, thinks he has a great big baby girl because she weighed six pounds and fifteen ounces. Marilyn Anne arrived November 6th and is growing every day.

* * *

An eight pound baby girl was born to the wife of Motorman R. V. Hildebrand, of Division Five, on Saturday, December 2nd. She has been named Charlene Rae. Mother and papa are doing fine and the cigars were swell.

* * *

Fred W. Mellentin, Clerk in the Engineering offices and Secretary of the Employees Association, is the very proud daddy of a brand new son and heir. Mother and baby doing fine.

Complaints

| Classification | Loss or Gain | | |
|-------------------------------------|--------------|------|-----|
| | Oct. | Nov. | |
| Discourtesy | 26 | 21 | — 5 |
| Fare and transfer trouble.. | 43 | 41 | — 2 |
| Starting too soon..... | 3 | 14 | 11 |
| Passing up passengers..... | 6 | 4 | — 2 |
| Carrying passengers past stop | 5 | 6 | 1 |
| Dangerous operation..... | 0 | 0 | 0 |
| Short change..... | 12 | 13 | 1 |
| Service | 7 | 6 | — 1 |
| Miscellaneous | 30 | 22 | — 8 |
| Totals..... | 132 | 127 | — 5 |



H. N. COLE

Conductor C. W. Robinson is an accommodating fellow, or maybe the hot weather has something to do with it. It seems that Robinson and Conductor J. W. Courtwright were waiting to make relief on their respective runs. Courtwright's car came first, but Robinson thinking it was his, jumped on and loaded a couple dozen passengers, then Courtwright took the transfers and said, "Thank you, there is your car behind".

According to Conductor H. A. Hennes, his motorman, J. C. Crowley almost had a duck for Thanksgiving. Some time during the night, out on Gage Street, the car suddenly came to a stop, and when Hennes went up to investigate, he found Crowley creeping along slowly on the track and when Hennes spoke a wild duck, that had been blinded by the headlights, suddenly flew up and away. "If you hadn't spoken I would have had duck for dinner," said Crowley.

Motorman N. J. Tiss stopped over in San Francisco on his way home from his vacation. He called up an old girl friend. She was out. He left word for her to call him at his hotel when she came in. He was tired. He threw himself across the bed to rest a few minutes. He woke up at six—six the next morning! He was told in the hotel office that his phone had rung for a half hour the night before.

This frequently happens among men. Two dogs were fighting over a bone out on Avalon and 61st. They were on the track so Motorman G. E. M. Thomas and Conductor H. I. Frey were compelled to witness the fight. When one went limping away, the victor reached for the bone, but it wasn't there, a third dog had sneaked up and stolen it while the others fought.

Conductor J. W. McCurry says his home isn't like it used to be since his only child, sixteen year old Christine, left for Rockwall, Texas, to spend a year with her grandmother.

We are indebted to Bill Lambertson for considerable information. For instance he tells us that former Conductor Charles Blakeman (the honey man) now lives at Sierra Madre. He lost his wife some time ago, and is now living with a relative.

Mr. Lambertson recently paid a visit to former Conductor Chapman, who was injured in an auto accident about eight years ago at Fifth and Hill Streets. He lives at 541 Abbott Street, Highland Park. He is totally blind and would be glad to see any of his old friends.

Tragedy entered the home of Motorman J. Williams recently. Mrs. Williams' mother was fatally injured by an automobile while crossing the street near her home.

On a recent Saturday night Motorman H. L. Glass collapsed on the car and was taken to the hospital with a very high fever. He was a very sick man. In four days he reported back for duty, with the remark that he is a tough guy and can't be killed with an axe. His trouble was diagnosed as a congestive chill, which usually proves fatal.

Motorman S. H. McGary has been unable to perform his duties for several weeks, consequently his name appears on the sick report. When we were visited by that first major quake, Mac was thrown from his seat and injured his knee, slightly as he thought, but later the injury grew worse, until now he is incapacitated for the time being.

Conductor A. Arguello is back at his post of duty again after a few weeks of illness.

A rather rare disease of the heel, which necessitated an operation, has been the cause of Motorman J. H. Schrader's absence from duty for several weeks.

We find the following conductors on the sick list: H. I. Pitford, F. E. Godwin, S. C. Scott and C. A. Jenks.

Motormen are in the majority, as we find these names on sick report: T. W. Rasmussen, C. H. Coolman, L. W. Kern, C. Culver, E. R. Hastings and A. T. Cameron.

* * *

Weddings

Congratulations are extended to Motorman and Mrs. W. J. Hurley who were married in Yuma, Arizona on November 3rd. The bride was Miss Edna May Meeks of this city. A little honeymoon trip to San Diego, Tia Juana and other places of interest put the finishing touches to the happy event. Mr. Hurley is a Division One motorman.

* * *

The rumor has been confirmed. Conductor J. W. Epp, of Division One, is a married man. Bartlesville, Oklahoma was the scene of the happy occasion and October 12th the happy date. The bride was Miss Katherine Lorraine Cross. Congratulations and lots of good wishes.

The sympathy of the Division is extended to Motorman George W. Farley whose wife passed away on November 17th.

The Division also wishes to express its sympathy to Conductor Edward S. Wright whose wife passed away December 4th.

Looking for Santa Claus



Left—Introducing Miss Leona Lee Chesney, eighteen months old daughter of Conductor L. L. Chesney, of Division One.

Center—And many happy birthdays are in order for cute little Sharon Gay Stedman, who was three years old on the seventh day of this month. Her daddy, Motorman G. A. Stedman, works out of Division Five.

Right—Joseph Geiger, Jr., at the age of 11 months, son of Joseph Geiger, Painter, South Park Shops.

Commendations

Commendations dropped back from 33 in October to 18 in November.

The number of men commended at each Division during November, is as follows: Division One, 4; Division Three, 8; Division Four, 16; Division Five, 3.



Division Three

L. VOLNER

During his recent vacation Supervisor Perry made an auto trip back to his old home in Tennessee and visited all the old spots where, as a boy, he used to roam. In narrating some of his experiences, he told of a squirrel hunt which he greatly enjoyed, using an old gun—the same one he had many years ago. He shot at that squirrel time and time again, but never even made it move. Now, when a boy, he was never known to miss with a gun and could always bring down a squirrel with a rock. Rubbing his forehead in bewilderment and also to remove the perspiration, he discovered the cause of all his bad marksmanship. He dislodged an insect from his eyebrows.

On Sunday, November 5th, Conductor E. B. Boone was up bright and early to make relief at 6:07. In showing his schedule to some of the boys, he said something must be wrong as he couldn't work the first part of the run and be able to protect the last part. Someone looked at the schedule for him and discovered he was to make relief at 6:07 P. M. and not A. M.

In making a run for his car Conductor F. J. Bevis sprained his ankle, which nec-

essitated his using crutches for several days. However, he is O. K. now and back on the job.

During the recent forest fire near La Crescenta Motorman F. M. Newell had to stay home to help protect his property. Great anxiety was felt for Mr. Newell when one could see those great clouds of smoke rolling up from that vicinity. However, after moving his household goods to safety, no damage was done to his property; it was only sprinkled with a liberal supply of ashes.

* * *

Married

The many friends of Motorman J. H. York and Miss Doris Larson are congratulating them on account of their marriage, which occurred Sunday, November 26, 1933. The groom has been employed at Division Three for the past several years, and the bride has been in the employ of the Car Barn Cafe for some time. Both number their friends by the score, and it goes without saying that everyone wishes them well on their voyage on the "sea of matrimony." The happy couple spent a two weeks honeymoon visiting points in the northern part of the state.

* * *

A lady on Conductor S. R. Lecky's car, left her suitcase when changing from the "5" car to a "W" car at 10th and Broadway. This lady went to her destination in Highland Park, and after some time missed the case. She found out that this same car would be back to 28th and Figueroa at a certain time, and she was waiting at that point for its arrival. She said she would know that conductor whenever she might see him. He was so nice and polite in telling her how to get to her destination, and so attentive in seeing that she changed to the right car. When the car was coming to a stop, Conductor Lecky stuck his head out the rear door, and as soon as the lady saw him she exclaimed: "That's my man." She

boarded the car and the conductor had her case. Was she happy?

Many men of this Division are temporarily working trippers on the "A" Line on account of a shortage of men at Division Four. The first time the boys showed up it looked like "Old Home-Coming Week." When Line "A" worked out of this Division it was always considered the "grave line", especially by the motormen who liked to sit on the right hand side of the car and not be molested when passengers wished to board or alight.

Operator E. L. Burke of the "B" Line is back at work after a trip to the World's Fair, and a very pleasant visit to his old home in Missouri. Mr. Burke had not been seen by "Ye Scribe" for quite a while, but we just naturally thought he was working different hours—the reason he was not seen around the barn. So when any of you boys take a trip, or get married, or anything else, just drop a little note in the Two Bells box, and we will be more than pleased to let all of your friends know of same.

We are pleased to note the splendid improvement of Conductor E. B. Wright, who has been on the sick list for several weeks.

Motorman M. F. Graham and Conductor C. J. Ritter are on a thirty day visit to relatives in Oklahoma.

Conductor C. W. Lentz spent Thanksgiving Day with a sister who is living in San Jose.

It is with deep regret we report the passing of Mrs. Rachel Sincraugh, mother of Motorman J. T. Martin of this Division. Funeral services were held in Forest Lawn Cemetery Saturday, November 25th.

Manager Harry Tuttle of the Car Barn Cafe, assisted by his wife, entertained his daughter Marceline and several of her schoolmates at their cabin at Camp Baldy, Armistice Day. The young ladies spent the week end dancing, hiking and horseback riding, and all naturally report an excellent trip.

Our efficient "supervisor of flower beds", Switchman Art Walker is indeed much puzzled just at present trying to solve the problem of winter flowers. He has three able assistants who are always "rarin'" to go, but just now we are practically without anything to beautify the surroundings.



Division Four

C. J. KNITTLE

The trainmen and administrative force of Division Four take this means of extending to their friends and fellow workers their sincere greetings and best wishes for a very merry Christmas and a happy and prosperous New Year.

While riding as a passenger in an auto on his way home from work November 15th, Conductor C. H. Hudon was painfully injured when the machine was struck broadside by a hit-and-run driver. Hudon received a bad cut over one eye.

lacerations and one of his arms was broken in two places. Our best wishes are for his speedy recovery.

* * *

Married

Well! Well! If here isn't another candidate for the boiler room dungeon! Motorman B. C. McCann, it has just come to light, has been married since October 14th. Well, that's another job for the Stove Pipe Committee. Get out the nightgown, gang. Mr. McCann is due for a spell in the deep, dark dungeon.

On the other hand our most sincere best wishes are extended to the happy bride and the fortunate groom.

Talented Musician Joins Division Four Clan



Conductor W. J. Tomlinson

"It's great to get behind one of these master instruments, the piano accordion, and make it pour out the music of one's soul."

W. J. Tomlinson, recently employed and assigned to Division Four, was telling of his five years of experience in professional bands and orchestras in and around his home town, St. Paul, Minnesota.

Tomlinson's career as a professional musician started when he joined Howard Borgeson's Band as accordion soloist. Later he organized a band of his own and received contracts from many of the more prominent road houses in and around St. Paul.

Chick Scoggins, noted band leader, hearing of Tomlinson's ability, sent him an attractive offer and not many days later Tomlinson's melodious "push 'em and pull 'em" could have been heard over the National Broadcasting network. On the completion of the contract another bid arrived from the Capitol Theatre, a Paramount theatre in St. Paul. Tomlinson accepted.

Not long after, Tomlinson started a road house of his own but the venture was not a success.

"I'm glad to find myself a member of this great organization, the Los Angeles Railway," said Tomlinson a few days ago, "The people today are keen for modern music, but they accept it the same as food. The canned variety—electrical transcriptions—is just as enthusiastically received as the actual renditions. There

will never be a market for all the developed musical talent."

Tomlinson hails from an exceptionally large family. He has three sisters and thirteen brothers. They are all living. The three girls and ten of the boys are unmarried and living at home. "Daddy" Tomlinson is a foreman in the Cudahy Packing House in St. Paul.

Conductor Tomlinson entered the Los Angeles Railway service on November 16th.

A general choice of runs was held November 11th and 12th. About forty new runs were added.

The expression, "Out of the frying pan into the fire", is not uncommon but Motorman G. C. Fox created a new one November 7th when he slipped out of the bath tub onto the heater. However, it was an unfortunate occurrence as Fox was laid up for six days.

Heard on an "I" car at First and Hill November 22nd:

Conductor Hughie O'Neill: "I can't take that transfer, lady."

Lady: "For why? I yoost got it."

O'Neill: "The time has expired."

Lady: "But I tell you, I yoost got it."

O'Neill: "I hardly think so, lady. It's dated January 7th, ten and a half months ago."

Lady: "My aren't you smart?"

Clerk Frank Ervin is recuperating from a minor operation in which a tumor was removed from the back of his neck. The operation was performed in the California Lutheran Hospital November 13th. Frank is recovering rapidly.

Conductor P. H. Chapman is on leave of absence, visiting relatives in Tishomingo, Oklahoma.



FRED MASON

We were glad to receive a visit from ex-conductor Ben Gardner, who is now on the Special Roll. Ben is looking good and feeling fine, and has moved back into town again, having traded his place in Fontana for a home nearby on Cimarron Street.

When the last general choice was all over and the smokes had cleared away we found a few "upsets." After three years together the team of Motorman Otto Schoff and Conductor "Casey" Jones was split asunder, Ed Marceau beating "Casey" out. Jack York and Charlie Frlot got together again. Motorman Hugh Best jumped over to the "F" Line. Motorman R. B. Davenport and Conductor H. J. Gibson, after being split for about a month, got back together again, making both very happy. Of course the Greenlea-Monnier combination is still as close as Amos 'n Andy. Emil Watson and Al Bristol are sticking together very well. Jess Laird and Henry Thagard are still together, and E. J. Roche and C. W. Hannon are running on the "V" Line together again. All in all, everybody's happy.

It's sure good to see all the new men getting acquainted with the run of things around the Division and making themselves at home.

We are all glad to see Motorman George Pape up and around again after having undergone an operation in the California Hospital. He is steadily regaining his strength and hopes to be back on the job in the near future.

Conductor V. R. L. Brown, who has been off sick for some time, is now at home recuperating and we all join in wishing him a speedy recovery.

Conductor George Melick and Motorman Murray McConnell, who have worked several shake-ups together, and are still working together, also celebrated their birthdays together, November 16th being the big day. Congratulations boys.

"Which Cupp do you mean?" will be a question heard quite often around here. We have Motormen U. S. and S. N. and Conductor C. C. Cupp, and now along comes another C. C. Cupp breaking in as a motorman. That makes four Cupps, two with the same handle. Sausser brothers take notice.

Motorman Jack Nusko just can't get a break. Not even one of his many carbuncles will break for him, and he's having one "swell" time getting rid of one and getting four more right back.

MERRY CHRISTMAS.



JACK BAILEY

On behalf of the offices and mechanical forces of the Shops this column extends to our readers, co-workers and friends the Seasons most hearty greetings and best wishes for the coming year.

L. A. Johnson, Head Millman, warmed up his scatter gun to the tune of a wild duck dinner from Salton Sea.

Jimmie Hale, Progress Clerk, also reports some good duck shooting at Morena Dam.

Two more carpenters, D. C. Rinehart and J. W. Gilliland, were added to last months return list. Welcome home, boys.

From the casual remarks being passed out among the boys, J. Bladel and R. C. Ballard are joint blacksmiths in a turkey drawing, Ballard being a hundred per cent winner in two drawings. I resent these rumors because Ballard has already disposed of one of those birds and suffered an attack of indigestion and a few days off.

Billy Manigault, of the Paint Department, who has come into the limelight recently as a jack rabbit marksman, has lost his crown. The reason was revealed as a new gun and Bill sticks to his story.

Truckman H. Turner is a man without a country. Turner has applied for his final papers which have been delayed since February. Having applied for his papers he is no longer a Canadian and having not received them makes him just nothing at all.

Boys, have you seen anything of Truckman Bill Thun's hat? It appears that

said hat was lost somewhere up desert way. It seems that Bill befriended a hitch hiker who later revealed himself as a rattlesnake trapper and he had several good live specimens in his possession. Upon learning of this William at once remembered that he had left his hat back down the road and—that was that.

Truckman R. M. Blaize is giving out tickets to attend a dog fight between his royal airedale and J. Mathis' ferocious police champion. "What's the big idea?" says Mathis.

Mystery surrounds the reported story that our truckman friend R. Perillard has to wash dishes, sweep the floors and put out the cat before he can venture out to join his male companions. So why.

Elmer Green is back at the watchman's gate having graced the sick list since June 15th.

Al Smith, of the Winding Room, has joined the highbrows by purchasing himself a 1931 Dodge sedan.

Herman Heuer, of the Winding Room, who has been on an extended absence of sickness, is back at his post.

Boys! Beware of Electrician Ed Brimm. At the adjournment of the last Employees Association meeting, Ed politely offered to buy the beer for a group of the boys. All being good sports they were a little quicker on the draw than Ed and paid for several rounds of the cool beverage. Mr. Brimm then disappeared and continued to work his racket upon other innocent friends. This was all well and good until the boys got suspicious and began to check up on who had bought Ed some beer. They then framed Mr. Brimm and informed him it was his privilege to buy the drinks. It was some real good acting to see Ed reach in all his pockets and nervously explain that he had unfortunately left his pocketbook at home. Ah—nertz!

Not to be outdone by rival Shop promoters, Ben Bradfield, Store Receiving Clerk and a jolly good piano player, has gathered under his supervision what may turn out to be a darn good orchestra. He wishes to contact some good talent for immediate rehearsals. Those who have already joined with him are C. J. Campbell, saxophone, R. Blaize, guitar, Ted Ormston, drums and traps and Bob Wallace, bass horn.

To the Lary Token Soccer Club belongs the spoils of victory, having defeated the Los Angeles Junior College in our initial game of the season by a score of 2 to 1. Thus Manager W. T. Reynolds, and his assistants W. B. Wilson and B. E. Timbs, are rewarded for their untiring efforts to put a creditable team in the field. Our latest find is W. Lippliat, of the Ticket Office. Rex Guignard, who was injured in practice, was unable to play in this game and was very much missed in the defense. Spectators are welcome to attend these games which will be posted in future on your bulletin board. Also it is desired to further strengthen our team, and those who wish to try out are welcome.

Basketball, now being organized by A. L. Davis, a sport not previously indulged in by hardy Lary athletes will now

have its fling. In fact, a team has already been formed, but not entered in league play as yet. Team practice is indulged in one night weekly, on Tuesday evening from 6:45 to 8 P. M. at Belmont High School. The Lary players who have turned up to date are: From Division Five: S. Bowen, C. C. Cupp, A. Duncan, L. D. Green, B. Jeffrey, J. Walker, and R. C. Litz; from Division Four: G. Smith, Tom Watts and Henry Watts; from the Shops: Vic Lee, F. A. Frazier, S. Ormston, and W. B. Bromlett from Vernon.



Motor Coach Division

J. H. McCORNACK

We wish to introduce four new men. They are R. T. Kelly, S. A. Spohn, L. G. Hargrave and W. R. Hatch.

E. R. Martin, E. R. Miner and R. G. Carpenter have transferred to the Wilshire Service.

Superintendent C. O. Morse and family had a very pleasant trip, using the week end of the Thanksgiving holiday to visit Boulder Dam and they returned through Death Valley.

M. Chamberlain took his holiday on Saturday and went to Boulder Dam for a two day outing with the family.

R. N. Penny, the originator of the wooden Indian, has changed over from operator to conductor.

Frank Sherwood has returned from his hunting trip to New Mexico. We have been hearing about mountain lions twelve feet long, not counting the tail. For further information see Frank.

R. L. Griffith and G. F. Buckman are still looking for Frank Watson.

M. M. Erskine was taken off the line and rushed to the hospital on account of a stone in his kidney. He is up and around and an operation may be avoided.

F. O. Jones was operated on at St. Vincent's Hospital the 20th for a fistula. The operation was entirely successful but he will probably be off over a month.

M. J. Jones is on the sick list nursing a vicious attack of pleurisy.

E. L. Wisely was operated on for ulcers October 26th. He was in the California Hospital for three weeks and is getting along nicely now but thinks his recovery is very slow.

J. I. Hensley was operated on for appendicitis on the 3rd of October, was out of the hospital in a week and back on the job on the 20th.

A man in Inglewood complains that the Operator on 1501 gives him the Bronx cheer every time he passes his home.

A. E. Ramsey has been away on a two weeks vacation and came back without shaving his eyebrows. The girls missed him.

F. E. Epp says he is in line for congratulations. After seven months on the board he has received a regular run.

Our boy manager, J. Kresge, says Tom Patrick put up a great fight in his last

match. He thinks he should have been given the bout but it was called a draw. He has Tom's brother Bob in training out on a ranch now for a few weeks waiting for someone to come along with some money.

W. W. Rider, the featherweight of the boulevard, has returned from a few days sick leave and moves as fast as ever.

Jack Hemstead wears a red necktie when he dresses up.

Eric Von Stroheim's friend has returned from Chicago.

G. D. Love and J. D. Kilgore have taken up bachelor quarters in a very exclusive district on West 8th Street. Come up and see me some time.

* * *

Married

O. B. Harrison, of the Motor Coach Division, eloped to Flagstaff, Arizona with Irma Agnes Balton of this city and was married October 29th. The happy couple had a pleasant honeymoon trip to the Grand Canyon and Petrified Forest, coming back by way of Boulder Dam and are at home now to their many friends at 2219 Wall Street. Congratulations.

* * *

GARAGE

After two skinned knees, many lost tempers, two broken hearts and a lot more gray hairs on the heads of the Commission the Crocker trophy has been awarded to the Pirates for this year. This trophy is to be played for in the Noon League each year till one of the clubs wins it three times. It then becomes the personal property of that club. Mr. Crocker is having it mounted upon a pedestal and upon this pedestal the names of the winning players will be carved.

Foreman Doyle Rishel was not the cause of his bowling team dropping from second to third place in the Beverly League. Last Friday night was quite exciting because every team but two changed places and the first three finished one point apart. Doyle rolled a series of 506 and raised his average one pin. Doyle rolls every Friday night on the Beverly Alleys and these teams are so well matched they are worth watching.

Fire Chief Harry Vandenburg doesn't take any chances. When the wiring caught fire on the Packard he called out the whole fire department, ladder trucks and everything.

Mrs. John Keller had to be rushed to the hospital for an appendicitis operation. She is getting along better than John is at home. His children do not like his cooking and something has been said about the dog.

A thief broke into Harry Nordmark's coupe and stole his overcoat. Guess they didn't want the car.

Red Crawford cannot find the compressor belt on 152. He also says that the guy that put those rubber fenders on twin coaches can straighten them.

Lingford, Jr. is never going to buy another pair of coveralls with a zipper.

Foreman Ray Anderson is being called the Big Bad Wolf because he huffed and he puffed till he blew out Frank's cigar-

ette. Here Frank, have another. But the Big Bad Wolf got his at a wedding reception.

P. Wood has a new Jewish girl. He treats her to barbecued sandwiches and buttermilk.

E. Graham would like to make a hit with the girl at the restaurant. He goes in every morning and disappoints her by only talking about the weather.

Scotty Crawford went golfing on a foggy morning and never lost a ball. You could see about fifteen yards and he never drove it out of sight.

After all these months we have the good news from the Doctors that George Rigg's arm is mending nicely. The last bone graft was successful.

We have a new covering on the floor in the Battery Room. Benny Walters says that it needed cleaning.

"Having a good time. Wish you were here." Signed Lee Bignall. Poor Lee has lost his foreman's job at the grease rack. He has been taken out on the floor to make a name for himself.

Firestone's representative, Joe De Pron informs us that he is the proud father of twins.

Bob William Duncan Jeffrey is our new man who has been transferred to us from Division Five to the Third Shift. G. Rorer has been transferred to the First Shift. H. Hinze has been put back on his old job of daily road service and G. Oliver has been shifted to the Battery Room.

J. Sturm and R. Taylor went quail hunting at Palmdale. They hunted together and could not find any so John left and Taylor routed a covey. Then John came back but no more could be found. He left again and while he was gone Taylor shot the limit leaving poor John with none.

Sam Adkins has purchased a new blue barrel, London twist, long range, single shot, twelve gauge gun. He says that when a rabbit gets far enough away to say goodbye he can say hello.

E. Cobb has been razzing Ed Hall about his home town in Oklahoma. Ed didn't know where Cobb came from until he saw him eating sweet potatoes.



F. F. ROBEY

DIVISION ONE

R. P. Sherrill is at home after spending about two months in the hospital. Says he is happy to be able to move around even if he does have to use crutches.

J. J. Phillips and family paid a visit to some friends in the Kettleman Hills.

P. W. Brown has bought a new Willys 77 and is it a swanky car, and is he some proud Paul?

E. Angel and wife drove out to Chino for a big chicken dinner.

We are glad to hear that Virgil Bell's wife is able to come home from the hospital after having undergone a serious operation.

DIVISION TWO

W. T. Brown, our General Foreman of Car Houses, ended his thirty-third year of work with the Los Angeles Railway on December 8th. During that time he has held the respect and high esteem of all those working with him and for him and here's hoping he rounds out another thirty-three years.

George Ramsey has been transferred from this Division to Division One and the new man in his place is Louis F. Danforth, Jr. who promises to become a real car repairer.

R. E. Jones is sporting a new V-8 Ford and can attend all football games now without permission as Saturday is his day off.

Warren Beck has so much time on his hands now under the N. R. A. code that he is teaching a friend how to operate a new Chevrolet.

DIVISION THREE

Boyd Walters is feeling fine and expects to be back at work soon.

P. Haywood is still on the sick list.

F. Sparks says he feels 100% better since he lost his appendix.

W. Houston and L. Harryman went to see the Oregon and University of Southern California game. They said those Oregon boys could sure play ball.

W. Cook bought an Austin car. He now has it torn apart and also his alarm clock. We are wondering what will happen if he gets the parts mixed.

A. Pabst is a bachelor no more, his wife having returned from a long visit in Kansas.

DIVISION FOUR

C. Gerrard and friends spent an enjoyable week end rabbit hunting at Lancaster. Plenty of rabbits, also giant mosquitoes.

T. Watts is back on the job again after being off a few days with the flu.

We extend our sympathy to Geo. Smith in the recent death of his father. Burial services were held at the Inglewood Cemetery and were conducted by the Spanish War Veterans.

R. Scudder was off a week recuperating from a tonsil operation, but he is working again and feeling much better.

Our sympathy is extended to E. H. Lee, Division Four Nights, in the loss of his wife Bessie Lee, also the mother of L. W. Lee, Division One Nights. Funeral services were held at Reed's Funeral Parlors November 13th.

C. Means, Jr. was home a few days nursing a very bad tooth. Said tooth being better Junior has returned to work.

DIVISION FIVE

Foreman I. C. Gordon completed his thirtieth year with the Los Angeles Railway Company on November 23rd.

Harry Hunt's son came from the ranch at Beaumont to spend the Thanksgiving holidays with his dad at Roscoe.

Several of the boys from here are playing basketball on the Los Angeles Railway's team. They practice at Belmont High every Tuesday night.

C. R. Fulton and family spent Armistice Day at Orange County Park.

John Walker and Fred Yenour are the two new men at Division Five. Glad to have you with us, boys.

W. A. Land has returned to work after twelve weeks on the sick list.

We are getting R. Litz an air gun for Christmas so that when he returns from hunting trips, his shoulder won't be black and blue.



H. I. SCHAUBER

The sympathy of the Track Department is extended to Pat Connolly and Johnnie Hagerman, both of whom suffered the loss of their wives during the past month.

Two new cars were purchased last month by members of the Track Department. Bill Swearingen now sports a nice shiny twenty-five dollar two door sedan, and "High Price" Rankin had to outdo Bill with a four door thirty-dollar sedan. Some class to our gang.

"Kewpie" Smith, Switch Repairer, is trying hard to outdo Charlie Shelton as a hunter. He made a trip to a gun club up near Bakersfield and came home with four ducks. He complains that five dollars apiece is a little high, but he expects to lower the price per bird by going back and getting a limit. 'Ol optimist!

Rather than see anyone else become as embarrassed as Charlie Harwood did the other day, notice is hereby given that Nels and Bill Lane of the Electrical Department are brothers. Charlie's error is excusable, however, since he has only known them a short time.

Guy Payne is the new man on the switch repairer's crew. He is replacing Charlie Fields who is still seriously ill in the hospital.

Babe Gravino is a good driver but he can't dodge Chevrolets. Last month a Chevrolet coach ruined a tire and a fender for him and a couple of weeks later a Chevy roadster ran a boulevard stop and wrecked the whole side of a perfectly good Ford coupe. Tough luck Babe.

Francis Hall is the new man on the welding crew.

"Amos" Kincaid pulled a fast one the other day when Bill Snyder called up and asked for Ed Fleming. "Amos" promptly told Bill to "Ho" de phone" and as promptly hung up without calling Ed. Many thanks to George Ferguson for this item.

Ed Fleming is "Grandpa" Fleming now and proud of it. But he stoutly maintains that grandpas don't have to pass out cigars.

Otto Johnson's bride is starting out under a severe handicap. After the wedding was over, Otto and his bride left in too big a hurry and a speed cop told him so. But Otto out-talked him so badly that the officer not only neglected to issue a ticket, but acted as escort for the happy groom. Do you think she will ever be able to talk back to him after that exhibition? You're darn right she will!