

TWO BELLS



NRA
MEMBER

U.S.

WE DO OUR PART



I Am Still Rich!

By ROY L. SMITH

WHEN the depression came I was compelled to take an inventory and soon discovered that I was still rich. All my capacity for the enjoyment of life was intact.

My two-hundred-thousand-dollar eyes are just as good as they ever were. Every landscape and sunset is mine if I want it. Twenty-thousand-dollar scenes and views are added to my collection almost every week. A hundred-thousand-dollar sense of hearing is still unimpaired and by it I become an heir to a world of beauty and inspiration.

Then there's my million-dollar stomach and a half-million-dollar appetite. No doctor has sentenced me to spinach for the rest of my life. Better to have plain food and an appetite than to sit down to a banquet with no appetite. No man can be rich who is compelled to take orders daily from his stomach.

The depression has not lowered the value of a single friendship. Neighbors still greet us in the same old cordial way, business associates believe in us, and our sons hold us in high respect. The wife's welcome at the close of the day has not depreciated in the least and our children continue to lavish their affection upon us with the same old extravagance.

The prayers my mother taught me and the faith in God she instilled in me remain as priceless treasures no depression can touch.

No nation becomes great by becoming rich. Neither does a man find enduring satisfaction in life by *owning* something—only by *becoming* something. The most degrading poverty is that which results from killing the spirit that the body may be served.

This depression has cost us some of the things we created but it has robbed us of none of our power to create. We may lose some beautiful things but we have lost no love of the beautiful.

A financial crisis can wipe out profits and bring business to a standstill but character is beyond its reach. It can rob us of all we *have* but it cannot affect what we *are*. The deepest satisfactions of life—those which come from sharing and serving—remain secure.

I am still rich because I am independently rich—none of my wealth depends upon business conditions or market reports.

(Reprinted from *The Rotarian Magazine*)

It is the service we render not the service we promise that creates confidence and good will.

"Nothing worth while is lost by taking time enough to do it right."—Abraham Lincoln.

Nowadays the electric switch makes things go. In the old days they used the hickory switch.

It is said that nothing is impossible; but there are lots of people doing nothing every day.



TWO BELLS

A Herald of Good Cheer and Cooperation

Published Monthly by and for Employees of the Los Angeles Railway

Volume Fourteen

October, Nineteen Thirty-three

Number Ten

JANET C. McNEILL

Publicity Manager and Editor

President Haskins Answers the Mayor

EDITOR'S NOTE—Many calls have been received from employes protesting the unjust criticism of our Company which appeared in the newspapers in the form of an interview with the Mayor of the city. For the benefit of these employes and others, the full text of the letter of President Haskins to the Mayor in reply is published herewith. It contains a great deal of information which is interesting to every employe of the Los Angeles Railway.

Honorable Frank L. Shaw,
Mayor of the City of Los Angeles,
City Hall,
Los Angeles, California,

September 11th, 1933.

My dear Mayor Shaw.

In the newspapers during the past week you launched an attack against Los Angeles Railway Corporation criticising service, including one-man car operation and speed of cars, and declaring that the rates of fare are exorbitant. It is necessary for me, on behalf of the company, to contradict statements made in the published interviews. This I do respectfully, having faith that your sense of fairness would not permit you knowingly to mislead the public.

The basic difficulty of the street railway company is the same as that which confronts the city. It is the problem of keeping expenses within current revenues. You have clearly stated this problem and the method of solving it in an article published September 7th in Independent-Review under the heading "Mayor Shaw's Column". You say:

operating costs in order to keep the cost of government within the revenues of the various departments and also protect the interests of the taxpayers.

"In order to meet this emergency, I have launched a survey of all departments, with a view toward reorganizing and simplifying the functions of government, so as to bring the operating costs within the limits of revenues for the present fiscal year."

You close your column with the following paragraph:

"The revenues of the city government and its various departments, like those of private business and industry, are adversely affected in time of economic stress. **Fixed charges on the City's obligations must be met, however, if a solvent condition is to be maintained.**"

You then proceed to point out that under the budget which you inherited from the former administration, the City faces a deficit of \$4,200,000 during the present fiscal year. You continue:

"I shall work unceasingly toward accomplishing this purpose and I ask the citizens of Los Angeles to give me their support and cooperation in bringing success to this necessary retrenchment program."

The paragraph I have first quoted might truthfully be revamped to read as follows:

"It is imperative, therefore, that every department of city government must exercise the strictest economy in paring expenses and

in time of economic stress. Fixed charges must be met if a solvent condition is to be maintained."

For its revenues the city resorts to the power to tax. It would be a simple matter to balance the municipal budget were it not for the fact that the aroused taxpayer will not stand a heavier burden. The only source of revenue of the city railway is the fare the passenger pays. An effect of the depression is a very large decrease in that revenue. In 1929 the passenger revenue amounted to \$14,745,891; in 1932 it was \$10,266,247, a decrease in money of \$4,486,644, or 31%. The decrease in revenue passengers was from 223,730,740 to 154,446,454. These figures, without comment, reveal the hard task of keeping expenses within current revenues. The decline in both income and traffic during this year, up to September 1st, as compared with last year is approximately 7%.

Your course of action in handling the city's predicament is the same as that adopted by the street railway executives. It became imperative that every department of the railway exercise the strictest economy in paring expenses and operating costs in order to keep expenses within revenues. A survey was launched of all departments with a view toward reorganizing and simplifying the various functions of the system. Incidentally, the company was forced to ask a loyal and faithful force of more than three thousand persons to accept two successive reductions of salaries and wages. Only by the strictest economy did the company escape receivership. Disregarding the obligation to investors no sensible person will argue that receivership would be advantageous to the City of Los Angeles or those of its inhabitants who are car riders. The acquisition of capital for improvements depends upon earning capacity.

Curtailment of service was a neces-

sary effect, not a cause, of decline in income and traffic. But, nevertheless, it is a fact that the railway company in relation to number of cars operated and passengers transported is furnishing more and better service today than at any time since 1927.

The continuous drop in street railway revenues since the depression began is not only local. It is co-extensive with the area of the depression regardless of difference in rates of fare.

One-man service is an economic necessity, here and elsewhere. Such operation in Los Angeles is limited to off-peak hours and to Sundays and holidays when traffic is light, and on a few lines during the entire day. Less than 25% of the service is one-man operation. More than one-fourth of that service was installed before 1932 and the present emergency; a part of it more than ten years ago.

You are doubtless aware that in the rate case before the Railroad Commission in 1928, the experts of the public authorities strongly recommended "one hundred per cent one-man car operation" on the entire system in Los Angeles. It was the company's position at that time that it would prefer to continue the use of two-men cars and to use one-man cars only as a last resort in order to maintain low fare and city-wide adequate service, including operation of non-paying lines. One-man service is now operated successfully in more than one hundred communities, including such large and congested cities as New York, Brooklyn, Chicago, Pittsburgh, St. Louis and New Orleans.

Service is not slower than heretofore. The speed of cars has been increased during the past three years. The average speed so far this year is 11.06 miles per hour; in 1929 it was 10.02; in 1930, 10.04, and in 1931, 11.0. This increased speed has been accomplished in spite of greater traffic congestion in the downtown district and of delay caused by the operation of traffic signals. The rate of speed compares favorably with those of other street railways in America operating under similar conditions.

The fare rates are not exorbitant. The average cash fare in the larger American cities is 8.2 cents, as compared with 6.4 of the Los Angeles Railway. The average fare for all passengers (including free and half-rate passengers) is 4.5 cents. You are aware that the local company sells tokens for 6¼ cents, with free transfer privileges, and carries school pupils at half fare. City employees and officials are furnished free transportation at a cost of more than \$100,000 per year. It is a pertinent fact also

that the average distance travelled by passengers on the Los Angeles Railway system is more than 4½ miles, which is longer than in any other large city in the country. Consideration should also be given to the fact that Los Angeles Railway Corporation pays heavy taxes. Its state, city, county and federal taxes in 1932 amounted to more than \$1,200,000. These being the facts, it cannot be justly claimed that the rates are exorbitant.

It is not contended that the service is above criticism, but it is confidently asserted that everyone familiar with mass transportation conditions in other large metropolitan areas knows that Los Angeles street car and motor coach service in speed, rates and convenience, compares most favorably with such service elsewhere.

Your administration has decided upon an investigation of rates and service. Please be assured that Los Angeles Railway Corporation welcomes that investigation. It is a public utility, an agent of the people in the performance of a public function. It is by law subject to control and regulation by the duly constituted public authorities. It is fitting that from time to time there should be a competent, fair and thorough analysis of its service and charges. Thus a better understanding of mutual problems, and a sentiment of good will may be promoted among the public, the regulatory authorities and the company. Certainly it is anticipated that practical results will be beneficial.

There is one assertion in your published statement that offended. It is regrettable that you made it. In commenting on one-man car operation you charged the company with violating the spirit of the National Recovery Act. That is an uncalled for damaging reflection upon the patriotism of those entrusted with the company's management. In view of the similarity of our respective financial problems and of the retrenchment policies adopted by both of us, the charge, if deserved by the company, is also applicable to the city. The company is cooperating to the extent of its ability in the NRA program, which, incidentally, according to present estimates, will add about \$175,000.00 annually to its expenses. The California Electric Railway Association and the National Transit Association, by unanimous action, have expressed full accord with the objectives of the Recovery Act. In these proceedings Los Angeles Railway Corporation was an active participant. The code is before the administration for approval.

Very sincerely yours,
(Signed) S. M. HASKINS,
President.

Back from Auld Reekie

JACK BAILEY, *Shops Scribe*

T. T. Tripney, of South Park Shops, and Mrs. Tripney doing their ups and downs on the good ship S. S. Athenia which brought them safely home after a three months tour of Scotland and England. They made principal stops at Edinburgh and Winchburgh, visiting friends and relatives.



The pleasures and experiences Mr. and Mrs. Tripney enjoyed on this trip would fill a book, but just to add a little color I will give you a few statements of my interview with Mr. Tripney:

"Glad to get back, Mr. Tripney?"

"I dinna ken. After I got back hame I was sae pleased tae see the auld folks keeping sae weel that I wad like tae hae stayed a wee bit longer wi' them and the braw bright moonlicht nights."

"I catch on—and I suppose you saw some wonderful sights over there?"

"Oh, sure! As I was strolling doon Union Street to Aberdeen I saw a loon a coming oot o' a pub sae tipsy that he thoct he was at a wedding for he was thrawin awa bawbees on the street and a Jew who saw him was sae taken aback that he keeled richt ower and couldna pick them up."

"I get it, and thanks very much, Mr. Tripney."

Celebrate

H. N. COLE, *Scribe Division One*

Thirty years ago on September 8th, Conductor J. H. Stanley and Division Superintendent E. C. Williams, decided to cast their lot with the LARy. On the thirtieth anniversary of their entrance into the service, they felicitated each other and each wished the other thirty years more of continuous service.

Meet the Blue Eagles, the Yankees and the Pirates



Here are those mighty men of the diamond in person who play in the Noon League at the 16th Street Garage. Top row, from left to right, are J. H. McCornack, of the Commission, E. Wetzler, B. Walters, S. Eurich, N. Leiser, W. Dewhirst, R. Sudano and G. Oliver. In the center row, from left to right, are F. Claudino, J. McDonald, J. Pjerrou, A. Seyfirth, Captain N. Lane, Umpire D. Ovard, C. Fletcher, H. Nordmark, Governor T. Juris and Umpire R. Crawford. In the front row are those hard slugging boys who intend to stay in front. From left to right are R. Kirkwood, N. Winston, A. Young, A. Higdon, T. Ake, Captain H. Veil, H. Pree, E. Cobb, E. Hall, O. Knox, F. Hall and H. Franklin. These three teams are doing some star playing. They can only play a few minutes each noon, but those minutes are crammed full of excitement. Captain Veil thinks he has a good grip on the Crocker Trophy now and with that determined look of Cobb's he may keep it. The prize also includes some 3.2% and the cup does not have to be used for thirst quenching purposes.

Square and Compass Doings

The Club extends its appreciation and thanks to Brother George E. Ferguson for his efforts in making the hall at Division Three so comfortable for us on Saturday night, September 16th, when we were dined and entertained in good fashion. We are also marking up another grand success for our President, Bill Morgan, for this meeting.

Brothers Wm. E. Gillibrand and A. T. Harless, both Supervisors, afforded our Degree team the extreme pleasure of conferring the Third Degree on them in Glassell Park Lodge No. 605, Tuesday night, September 26, 1933.

On Saturday night, October 21st, in Boos Bros. Coffee Shop at 7:00 P. M., dinner will be served followed by a fine vodvil program and a short business meeting. "Nuf sed," as you know there is a really wonderful evening ahead for members only.

We feel highly honored and are indeed happy to know that Henry S. Orme Lodge No. 458 F. & A. M., has set Thursday night, October 26th, as Los Angeles Railway night and our Degree team is conferring the Third Degree on a candidate who is not a

Los Angeles Railway employe. Our team is second to none and a record attendance is anticipated for this occasion.

We are also looking forward to another night at Eastgate Lodge where one of our Brothers will receive the Third Degree at the hands of Captain Phil Klingel-Smith's crack Degree team.

WALTER J. BORN, *Recording Secretary.*

Chess Club

The Los Angeles Railway Chess Club opened its fall season on September 11th with a good attendance.

The Club is preparing to take part in the matches in the Class C Tournament of the Southern California Chess League for the coming season. Jim Murray is keeping the chart of the standing of each player.

The meeting night of the Club has been changed from Monday to Wednesday as it suited best the convenience of a majority of the members. Sessions are held at Division Four and any employe of the Company who is interested is invited to join.

F. P. SHULL, *Secretary.*

Basketeers Attention!

WANTED—16 good basketball players on or before October 15th. See A. L. Davis, of South Park Shops at your earliest convenience. Watch your bulletin board for further announcements. Platform men are invited to participate as well as all other departments.

A. L. DAVIS.

Slauson Coach Line Changes

Operation of our Slauson Avenue Motor Coach Line in the City of Huntington Park along Pacific Boulevard between Slauson Avenue and Gage Avenue has been discontinued and trial operation extended to November 1st over the following route:

From the intersection of Pacific Boulevard and Slauson Avenue, thence via Slauson Avenue, Broadway, 54th Street, Main Street to Slauson Avenue.

This change was made effective on September 28th.

Claims and Lawsuits

Some Inside Facts

By S. A. Wood, Chief Court Investigator,
Claim Department

A short time ago a series of meetings were held at the three Division headquarters and many accident problems were freely discussed. It is evident that all of us were afforded an opportunity to more fully realize our duties and obligations and all members of the Claim Department feel that the platform men have shown a real desire to cooperate in their own interest and in the interest of the Company.

The purpose of this article is to impress you with the importance and effectiveness of concerted effort on the part of every member of our organization. Bear in mind that some thoughtless act of an individual may cause this corporation to lose a substantial sum in a personal injury lawsuit. One point that was emphasized at our meetings related to the statements made at the scene of accidents by trainmen.

Recently, two lawsuits were filed in rather serious accidents and on reviewing the witnesses' statements in both instances, it was found that the motorman had stated to a passenger standing on the front platform, "I never did see that woman, I wonder where she came from", (the car having collided with an automobile being driven by a woman). When this motorman called at the Claim Department to present the details of the accident he was asked if he had made that statement and his reply was, "Yes, I did say that but I had seen the automobile prior to the collision, but it was so far away that I didn't think it could reach the car track so quickly". One of these cases was disposed of by settlement. The admission made by the motorman that he had not seen "that woman" was the principal reason for making this payment; our Legal Department concluded that such an admission would be difficult to overcome on the trial of the lawsuit.

We all feel that statements of this kind are unnecessary and very damaging to our defense and trainmen should realize that the less said about the cause of an accident at the scene of the accident the better able we shall be to defend lawsuits.

Another incident to which I think the attention of all employes should

be directed is that when approached by a claim man or operating official to make a statement relating to the facts of an accident, he should be certain that such a man is identified as a Company representative. A little over a year ago we had a very serious accident at Second and Spring Streets and a lawsuit was filed for large damages. The two trainmen were called into the Claim Department to be interviewed in detail as to the facts of this accident. They both happened to arrive at the same time and both were interviewed together.

After the interview started one of the trainmen said, "Some time ago a man from the Claim Department came out to my residence and took a detailed statement covering this accident." The other trainman then spoke up and said, "Why, a man came out to see me from the Claim Department on the same evening of the accident and I gave him a signed statement." What had happened was that an "ambulance chaser," who worked for the plaintiff's attorney, had gone to the homes of these trainmen and represented himself to be from the Claim Department. He took signed statements from these two men that made it a plain case of liability and we were compelled to make a costly settlement.

In taking these statements, he wrote exactly what he pleased and the fact that our trainmen had taken it for granted that he was from the Claim Department, they failed to read their statements before they signed them.

Do not sign any statement, even one made to an authorized representative of the corporation until you have read it and find it is correct.

In the case referred to, the statement of the conductor recited that the motorman started the car without signal and threw the passenger off the car step as he was boarding, causing injuries that necessitated amputation of both legs. The motorman's statement was just as damaging as the conductor's and so it was impossible to defend even though the accident was not caused in the manner related, the injured man having fallen while undertaking to board a moving car.

Talented

C. J. KNITTLE, Division Four Scribe

If this little lady, Ruth Marie Madden, had not been stricken with an unwieldy determination to master dramatics and yet had accomplished what she has in the past six years, one might truthfully say, "She's a bear for punishment."



RUTH MARIE MADDEN

Although Ruth is only fifteen years of age, she has thrown herself so devotedly and strenuously into this element of art that to predict any other career for her would seem ridiculous.

Ruth has already appeared in thirty plays presented by the school of dramatics of which she is a member. Her parts in these plays have varied from the tragic, the comic and the serious to the burlesque. She has learned more than sixty monologues and has mastered four dialects.

Ruth is also a talented pianist and an excellent tap dancer.

During the past winter, Ruth taught dramatics at the School of the Immaculate Conception. Of course, Ruth is an ordinary school girl, too, and just started her third term in Conaty High School. She is the daughter of Motorman M. B. Madden, of Division Four.

Space does not permit us to say more about this aggressive young lady, but here is a tip. Tune in on KMTR when that serial mystery play, "Black Magic," is being broadcast, and when you hear the charming voice of the ingenue lead you will be listening to our little friend, Ruth Marie Madden.

Broadcasts

One evening recently Charlie Netz, Chief Clerk of the Way and Structures Department, was walking in the neighborhood of Tenth and Magnolia at about 6:25 p. m. when he stopped to say "Nice doggie" to what he thought was a nice dog. The animal evidently didn't believe him for it bit him severely on the leg. The next morning, it is rumored, the woman who owned the dog called up to say it had died at 6:30 the night before—just five minutes after the biting episode. Well, the doctor says Mr. Netz is o. k. anyway.

S. J. Nock, Auditor, is spending his vacation taking trips here and there.

Nelle Cleaver of the Auditing Department is spending her vacation mostly at her home in Long Beach.

Mrs. Grace Freeman Pease, of the Secretary-Treasurers Office, is on a vacation with her sister to parts unknown, but may visit her beloved redwoods.

A. H. Charlton, of C. A. Henderson's Department, spent his vacation taking care of his wife who has been quite ill.

C. H. Conrad, Chief Claim Adjuster of the Claim Department, returned recently from a very enjoyable vacation.

Paymaster George Lane spent his vacation taking short trips here and there. He and Mrs. Lane always go to San Diego during their vacation, but this time it was so cold that they were glad to get back home.

It is rumored that Frank Shull is looking at the new Ford model but will not buy until prices go up. However, he is still keeping appointments.

There seems to be an epidemic of "home work" in the Engineering Department. Lester Turley took a few days off to do some work around home. George Campbell spent his vacation with the rake instead of the brush, beautifying his already beautiful yard. He ran across a book on peat moss and could not resist the temptation to make over his garden. G. G. Scott, also of the Drafting Department, vacationed at home just working around.

Edgar Ramsey visited his parents on a ranch in the northern part of the state.

Harold Petrie in order not to lose any time, flew to Catalina where he is spending his vacation. No reports have come back yet as to why the hurry.

Appeal for Community Chest Funds

Fellow Employees:

The general impression is abroad that government funds are available for all relief work. Federal and State relief funds will not be available to aid work now carried on by Community Chest agencies. Use of these funds is restricted by law principally to providing work for the unemployed. The sick, the aged, children of destitute parents and those who have been deserted by their breadwinners, as well as thousands of other sufferers, must look to private giving, through the Chest, for care and relief.

The load that the agencies supported by the Community Chest have to carry has greatly increased due to the four years of depression and the resultant increase in sickness, under-nourishment, and breakdown of morale.

Last year over 364,000 individuals received needed care and help from the Chest. Of this number, nearly 130,000 were children. We must not allow this work to be curtailed during the coming year because of our failure to respond to the Chest's annual fund raising appeal.

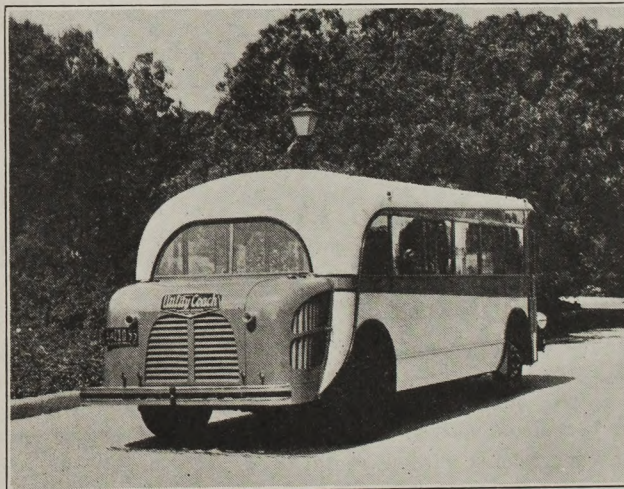
President Roosevelt says: "I ask a definite self-denial on the part of those who have more than the actual necessities of life to share an even greater part of their means with those who so greatly need it today."

When the Chest's appeal for funds comes to us, I know that each member of our organization will respond as generously as it is within his or her power to do. The need now and for this coming year is greater than ever before.

Donations will be received in the same manner as last year.

S. M. Haskins
President.

New
Stream-
line
Coach
for
L.A.
Motor
Coach Co.



This is not a long distance touring coach, for, what appears like a trunk on the back houses the engine and transmission. This arrangement leaves the front of a small coach free from housings for the motor and gives much more room for passengers, as well as making better distribution of the weight. This is a 21-passenger coach, constructed entirely of aluminum alloys and built in Inglewood. The Los Angeles Motor Coach Company has ordered four of these and delivery is expected about the middle of October.

News Among The Supervisors

Supervisor Ramsey spent 30 days at June Lake, fishing, and sent back the goods to prove his stories. He supplied the Supervisors with plenty of fish.

Mrs. Sherm Beals spent six weeks in Philadelphia. S. J. kept up his good behavior in her absence, fishing on his days off so that the Supervisors had another source of supply.

Los Angeles Railway Employes Association

While our Association is known as the Los Angeles Railway Employes Association, it includes employes of the Los Angeles Motor Coach Company, which is owned jointly by the Los Angeles Railway and the Pacific Electric.

Just a month ago, August 24th to be exact, the Articles of Association were drawn up and fifteen of us from the various departments formed the nucleus of our organization. Around this nucleus has grown a large group. To date we have as members approximately two-thirds of the employes of all departments.

We fifteen were the temporary officers during the formation period. Every department has been, or will be given an opportunity to elect a Governor to represent them in directing the affairs of the Association. In many cases the original Governor was re-elected. When all the new Governors are duly installed they will choose the officers for the ensuing year.

The purposes behind our Association are primarily collective bargaining and to offset the influence of outside organizations. Also to petition the Management of the Companies to correct grievances when they arise, and in all cases to arbitrate any differences. This can later be amplified at the will and pleasure of the members to include social activities, athletic events or benefits.

I would like to impress on all members this one fact—that what you desire is our wish, not to have you do what we want. You have only to express your desires to your respective Governors who will take proper steps to have them acted upon. On any question involving the members as a whole you will be given the opportunity to vote and the majority will rule.

Now to answer a few questions that have been asked repeatedly.

Dues. What is to be done with the money? That is up to you. If you desire any social or athletic events, or any kind of benefits, it will require funds to promote them. On the other hand, if the majority do not desire anything of the sort, we can pare the dues to an absolute minimum—just enough to pay for the printing and to keep our records up to date. You will soon have a ballot on this question.

Control by the Management. I wish to state now that the Management has

nothing whatever to do with this Association. The new Governing Board is composed of men of your own choosing and you depend on them to give you fair representation.

What benefits will come from this Association? That again is up to you. If you are lax in your interest, do not take the trouble or the time to vote on the ballots or express your wants to your Governor, there will be no benefits. This Association can be made to function one hundred per cent with your support and cooperation. Get into the movement, put your shoulders to it and we can not help but bring about an improvement. Several grievances have already been settled and others are under discussion and a decision will be rendered soon.

By working together instead of at cross purposes our Association and the Management can solve most questions by each side giving and taking a little. By a cooperative get-together attitude the true spirit of harmony with modern conditions can be attained and our Company and we, ourselves, can move forward to better and finer times.

The members of the Board of Governors can not afford to lose the time in holding business meetings during working hours, so they have decided to hold their meetings at night on their own time.

My position in our Organization is explained in a few words. I feel some question might arise as to my relations to the Association because of my position with the Company as Supervisor in the Way and Structures Department. Therefore I have tendered my resignation as Acting President of the Association, which has been accepted, and as soon as the entire new Board has been elected it will become effective.

In conclusion I wish to thank every one of you for your splendid help and assistance.

LESLIE F. SPARKS, *Acting President.*

Two Bells will be glad to publish current news of the Los Angeles Railway Employes Association and that of the various branches. Please send in the news signed by the Governor of the department. This should be in the office of Two Bells by the 28th of each month.

South Park Shops

The Los Angeles Railway Association was organized to promote a mutual benefit between employes and employer.

The South Park Shops, which I was chosen to represent, is ninety-eight per cent signed up in the Association. We represent all trades and professions appertaining to the repairs and maintenance of street cars.

Any just and reasonable grievance, which any member of this Association may have, will be given due consideration.

I wish, at this time, to thank my friends for their help and cooperation in putting this Association over so successfully in the Shops.

With your cooperation, we can make it a success and benefit to all.

I thank you.

S. C. KRIEWALD.

Division Five

By FRED MASON, *Division Five Scribe*

Polling a large majority over eight other nominees Conductor Charles E. McCarthy was elected Governor to represent Division Five members of the Los Angeles Railway Employes Association. "Mac," as he is more familiarly known to his many friends, has been in the service since February, 1913, and served in the capacity of cashier for a number of years. He is a level-headed, fair-minded, square-shooting fellow, and in him the boys of Division Five have a real representative, and they are to be congratulated upon their selection.

October 3, 1933.

Fellow Employes:

By your votes you have chosen me as your representative in the Los Angeles Railway Employes Association. I thank you for the trust you have placed in me and will endeavor to merit this trust to the best of my ability.

C. E. MCCARTHY, *Division Five.*

General Offices

Fred W. Mellentin has just been elected at the primary as Governor representing the General Offices on the Board of Governors of the Los Angeles Railway Employes Association.

Division Four

Two interesting meetings were held Wednesday, September 27th, to nominate a Governor on account of the resignation of F. P. Hommel due to sickness. We are sorry to lose Frank as our Governor, but know he will help to swell our membership.

R. A. Pierson gave us a very nice talk, and explained the working of the Provident Fund.

Five members were nominated for Governor as follows: M. B. Assell, S. T. Cooper, W. H. Snow, C. A. Simpson and B. Still.

Some very interesting discussions were heard from different members.

Now members, let's get busy; don't let the other Divisions get ahead of us.

S. T. COOPER, *Acting Governor.*

As Two Bells goes to press, word was brought in that S. T. Cooper was elected Governor by a large majority to represent Division Four.

Vernon Yards

By H. I. SCHAUER, *Vernon Yard Scribe*

In the election for the Board of Governors for the Association, "Whitey" Chambers was returned a winner, succeeding Ex-President Sparks as representative of the Track Department.

Bulletin No. 180 Notice To Trainmen

The Los Angeles Railway Employees Association has requested that operators of one-man cars be relieved of the work of making out trip reports. This request has been granted and, effective Thursday, October 5, 1933, it will not be necessary for one-man operators to make out trip reports.

R. B. Hill

Manager of Transportation.

10-433

A Tenth of a K.w.hr. Here and There

By JOHN COLLINS,
Supt. Meter-Mileage Department

A line to be worked effectively, with due regard to safety, economy and speed, should be divided into three sections and a study made of each section in both directions.

The boundary line of Zone One is, or should be, the dividing line to which and from which you work.

If you are following one or more cars your operation in any section should be the same as if you were deadheading on a pull-in trip; that is, a high average speed should be maintained with a minimum use of power. This speed is naturally governed by the section in which you are operating, and the speed of the lead car. You may close up on your leader at the point where he diverts from your line.

If, however, there are two or more cars at the diverting point there is not one chance in five hundred that you can make the signal with them and it is wasted effort to try. The two or three unnecessary stops, and the several seconds of standing time for cars to get out of the way or for signal to change for you, could be used to far better advantage by running a greater distance with the power off.

During July, August and September several men told me that they were using more power than usual on their runs and they did not understand why. During July and August there was a slight increase in speed but a drop in the number of passengers handled. During September there may have been a decrease in speed and an increase in passenger travel. Point to point speed, however, should remain about the same.

Light travel does not necessarily mean a decrease in the number of stops made but rather a decrease in the number to board at each stop, which requires a longer or shorter standing time, as the case may be.

The men who complained of running high, however, were not taking advantage of conditions five or six hundred feet ahead of them and were wasting power in the tenths of k.w. hrs. To waste a tenth of a k.w.hr. two or three hundred times a day amounts to considerable in a fifteen day period. So why apply the power when you don't need it, or hold it on after you already have more speed than required to carry you the distance you have to travel?

Lines "K" and "V" do not operate through Zone One. Therefore, the

point to work to and from is Jefferson and Vermont on Line "K," and Vernon and Vermont on Line "V," dividing the lines in two parts. Conditions are similar to the north, south and east of these points, and about the same number of stops are made in each direction regardless of the number of passengers handled. A study of the signals in each section, together with the existing traffic conditions, will enable a man working on Line "K" to operate under 2.10 k.w.hrs., and one with a two motor car on Line "V" under 2.25 k.w.hrs.

It is possible for a man on Line "K" to have a record of 1.95 k.w.hrs. and on Line "V" of 2.15 k.w.hrs. No man operating a two motor car on Line "V" should be in the red with a bogie of 2.35 k.w.hrs.

Troop 45

At the last Court of Honor badges were awarded as follows:

First Class badges: Bob Willmott, Martin Hirigoyen and Herbert Spencer.

Merit badges: Ralph Hirigoyen, Elford Kline, Bob Brower, Jim Kline, Bill Bergen, Harold Levitz, Oscar Durand, Ray Fife, Pete Lakatos and Lynn Weber.

Star Scout badge: Bob Bower.

Life Scouts: Elford Kline and Bill Bergen.

Civic Service stripes: Leroy Guilford.

Civic Service Bronze Bar: Ray Bailey and Lynn Weber.

On Sunday, September 17th, Scout Troop 45 gave a picnic to which their parents and friends were invited. Eighty-eight people attended. The youngsters were served with soda pop and the parents and older youngsters were served coffee.

Mr. Byron P. Hovey arrived after dinner and gave a talk to the boys and their parents. The Scouts then gave an exhibition of knot tying, first aid and signaling.

While helping to pick fruit at home on Labor Day, Bob Bower, Publicity Manager of the Troop, fell and broke his ankle and will be laid up for several weeks yet. The boys all wish him a speedy recovery.

BOB BOWER, *Publicity Manager.*

LYNN WEBER, *Two Bells Reporter.*

Debts and Inflation Subject of Talk

The regular monthly meeting of the Supervisory forces of the Mechanical and Automotive Equipment Departments was held at Division Two on September 9th. H. E. Jordan, Superintendent of Equipment, presiding.

The speaker of the day was H. A. Perryman, Statistician, and his subject "Debts and Inflation."

Mr. Perryman made a most interesting and enlightening talk illustrated by graphic charts. These charts showed the economic situation in the United States month by month from 1929, which was a prosperous year, up to and including July, 1933.

The charts, which are based on official figures, present a decided trend upward for all industries since the recovery program started, in March of this year, and while they do not present a spectacular upward curve, still it is a matter for optimism that the lines go up instead of down.

According to Mr. Perryman's charts, in 1929 the internal debts of the United States amounted to about 200 billion dollars and the total remained about the same during the years of the depression.

In 1929 the national income was about 85 billion dollars and in 1932 it has fallen to 37½ billion. At the end of 1932, the national debt was over five times the national income. The big problem before the National Administration was to raise the level of prices and the volume of business so that the national income could be raised.

Mr. Perryman's graphs show in detail the total amount of farm mortgages, urban mortgages, railroads, public utilities, industrial, financial, Federal, State and local. The Federal debt increased from one billion in 1913 to 14.9 billion in 1933. The combined Federal, State and local indebtedness that must be paid out of taxes amounts to the staggering total of 32.9 billions, which, Mr. Perryman very aptly stated, makes an embarrassing situation for the taxpayers.

The graphs show that, since the reopening of the banks, wholesale prices and business activity have gone steadily upward. July shows a sharp rise.

These charts, which are in colors, were made by Misses Olive Chaffey and Dorothy Franke of the Statistician's office.

Mr. Perryman's analysis of our present economic situation was well received.

At this time, a fitting tribute was paid to the memory of our deceased fellow employe, Foreman J. W. Melvin, who met an untimely death in

an automobile accident since our last meeting.

Walter C. Brown, Chairman pro tem, called particular attention to the cutting of C. I. car wheels by brake shoes and cautioned Carhouse Foremen to be on the lookout for this condition.

F. O. Rowbottom gave us a digest of the workings of the Los Angeles Railway Employes Association to date.

William T. Brown, in a few well chosen words, introduced the new Carhouse Foreman at Division Four, W. W. Aldrich, formerly Shop Supervisor.

Mr. Jordan brought the meeting to a close with the announcement that Walter C. Brown would be chairman of the next meeting.

J. E. STEENROD, *Secretary.*

SOUTH PARK SWITCHBOARD OPERATING HOURS

The Private Branch Exchange switchboard of the South Park shops will be open from 7:00 A. M. to 4:30 P. M. on every week-day, and from 7:00 A. M. to 12:00 o'clock noon on Saturday.

Meet Little Marilyn McCornack

This is Crown Princess Marilyn, daughter and heir of the Garage Scribe, J. H. McCornack. Little Marilyn is so cute, it took a whole month to select a name fit for Her Highness.



APPRECIATION

Your kind expression of sympathy is gratefully acknowledged and deeply appreciated, in the loss of our brother, J. Graves Owens.

Mrs. Ella O. Newton
Mrs. Fern Owen
Mrs. Grace McDonald
Mrs. Myrtle Looney
Mrs. Mary Matheny
by R. A. Pierson



BIRTHS

BRRRINNGG! (That's the telephone.)

"Hello!" (That's us.)

"This is Doc Stork." (That's Doc Stork.)

"I want to report the delivery of a baby boy at the home of Motorman A. Argue of Division Four on September 17th. Weight, eight pounds and fourteen ounces. Name, Milton Wallace Berry Argue. Daddy and mamma very happy. Good-bye."



J. A. Rowen, of the Motor Coach Division, has his chest out telling about his new baby girl. She was born September 15th and weighed 6¾ pounds. Mother and daughter are doing fine.

Congratulations are in order for Conductor C. C. "Casey" Jones, of Division Five. On September 16th his wife presented him with an eight pound baby girl. Little Diana Dare Jones, Mrs. Jones and Mr. Jones are doing fine.

Conductor F. E. Schuler, of Division One is a happy father once more. It is a girl and her name is Francis Louise. She arrived on August 20th.

Motorman T. N. Harris, of Division One, says his happiness is complete, since the arrival of a fine seven pound baby boy at his home. He came via the Methodist Hospital, on September 27th, and his name is Robert T.

For keeping things quiet, Conductor "Hank" McDonald, of Division Five is the champion. Here we have just found out that on July 15th last he had an increase in the family, the same being a darling baby daughter. Little Miss Jacquelyn Hallene, mother and daddy are doing just splendidly. Congratulations, "Hank".

Born to Mr. and Mrs. Paul Abbey, on September 16th, a seven and one-half pound baby girl who will be known as Gloria Ruth Abbey. Mother and daughter are doing nicely, but the father is suffering from chest inflation and goes around the Truck Shop with that "I'm doing my part" smile on his face.

Veterans

It is with much regret that we announce the temporary retirement of our Commander, M. J. Angel. Due to poor health Jack has left Los Angeles and is at present living in Albuquerque, New Mexico. It is the sincere wish of every Comrade that he may have a speedy recovery and be back on the job again soon.

During our Commander's absence 2nd Vice Commander Timmons will act as Commander.

You folks who attended the Halloween Masquerade Party last year will be glad to know that we are going to try and see if it is possible to have as good a time this year. While this Masquerade Dance will not take place until November 4th, it will have taken place before the next issue of Two Bells. So don't forget, the same hall as last year, 346 South Hill Street, the same orchestra, and the date is November 4th, Saturday. You folks who were sorry you missed the last Masquerade have plenty of time to get your tickets. To those who did attend nothing need be said—they will all be there. See your Division Commander at once for tickets.

The Ladies Auxiliary put on a first class show on the night of September 28th. They are to be congratulated for the manner in which they put on the initiation ceremony, to say nothing of the entertainment and the eats which came later.

By the way, Comrade, have you had the Missis sign up yet? Have her join the Auxiliary—it makes it easier for YOU to get out at night.

J. A. MADIGAN, *Adjutant.*

Canadian Legion Invites You

All employes of the Los Angeles Railway, and their families, are cordially invited to the Canadian Legion, Post No. 10, social evening on Tuesday, October 17th, at 8 P. M., to be held in the Main Auditorium, Patriotic Hall, 1816 South Figueroa Street.

The evening will be known as "Scotch Night," for the reason that the Highland Society of Southern California are the sponsors of the program.

Refreshments will be served by the Ladies Auxiliary soon after the show.

Come along and have a good time with us. There is no charge for admission.

D. H. JOHNSTON, *Commander.*

Auxiliary

Don't you all wish you had been present on the night of September 28th and enjoyed one of the most pleasant evenings ever presented to the employes of the Los Angeles Railway?

After our initiation ceremonies, at which time we welcomed eleven new members into our Auxiliary, and there are still more to join up, we were very cleverly entertained by the "Juniors."

These young ladies and gentlemen were children of employes of the Los Angeles Railway. Some of the parents are members of both clubs.

Just to give you an idea of what you missed, here is a short resume of the program.

Of course, there was a master of ceremonies and a "Sally," a lovely piano solo, some very clever tap dancing and soft shoe numbers, a piano and drum specialty and a fine reading. Then we had our own Lary Scout Troop No. 45, and two little misses who entertained us with their guitar and ukulele. Following all this "Just Another Operation" was presented, taken from a true to life story. If you don't believe it, just ask Jimmy Madigan.

The entire cast of fifteen was made up of "Juniors" and they certainly knew how to put the play over in the real way, and their cooperation and assistance in making the evening a success was greatly appreciated.

To finish the evening properly, coffee, sandwiches and cake were served.

Now just a tip to all of you—DON'T miss our next big event, which will be announced at a later date.

To Auxiliary members and prospective members, our next meeting night is October 18th, fourth floor Patriotic Hall. Don't forget the date. We'll be looking for you.

ESTHER L. WILLIAMS, *Secretary.*

Journey's End

Frank H. E. Pierce, who has been on the Special Roll since May 1, 1930, passed away September 21st. He was born in Stockton, New York, and was employed by the Los Angeles Railway as a conductor on January 7, 1918. He was appointed flagman December 6, 1926; changed from flagman to watchman in the Way and Structures Department on June 13, 1929; and was placed on the Special Roll May 1, 1930. He was a member of W. O. W. No. 63, Los Angeles. Mr. Pierce is survived by his wife and three sons.

Death Takes Two Members of Official Family

J. G. Owens, Division Superintendent, passed away on September 29th at Tucson, Arizona, after an illness of about three years. Mr. Owens was appointed Superintendent of Division Five December 20th, 1930. He went to Arizona in September, 1932, to regain his health, but was never able to return.

Mr. Owens started with the Company as conductor on April 8, 1903, at Division One, and on January 6, 1905, was appointed Division Clerk. He returned to the platform service at Division Three, and in March, 1912, he was appointed extra Dispatcher and afterwards Dispatcher. In October, 1915, he transferred to the Schedule Department. September 1, 1923, he was appointed Foreman of Division Three, in which capacity he served until he was made Superintendent of Division Five. Mr. Owens had many friends in the company and was well liked both by his fellow officials and by his men. It is a matter of keenest regret that his quest for health was not a successful one.

Mr. Owens was a member of F. & A. M. No. 458. He is survived by five sisters.

James Norvell Shrader, Chief Investigator Claim Department, died on September 17th after a few weeks illness. With the exception of nine years, Mr. Shrader has been with the company since 1904, when he was employed as a conductor.

After a year in the platform service, Mr. Shrader was transferred to the Claim Department. He resigned in 1911 to go into the real estate business with his mother. He was re-employed as Investigator in the Claim Department in 1920 and soon became Chief Court Investigator, the position he held when he passed away.

Mr. Shrader was a member of B. P. O. E. No. 99 and the funeral services were conducted by that lodge. The ritual, which is very beautiful and impressive, was read by R. H. Hilf, Past Exalted Ruler.

Jimmy, as he was affectionately known among his fellow employes, is remembered for his many acts of kindness and his willingness to go to any amount of trouble to help others.

Appreciation

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

Mrs. J. N. Shrader
and Family.

Witnesses

The September figures show a pick-up in the average number of witnesses per accident in comparison with the averages for August, but Division Four succeeded in holding first place by a bare .061 over Division Three—Division Four averaging 5.461 and Division Three 5.40.

A comparison of the figures for the average number of witnesses per accident for August and September follows:

August	September
Div. 4.....5.20	Div. 4.....5.46
Div. 3.....4.94	Div. 3.....5.40
Div. 5.....4.24	Div. 5.....4.57
Div. 1.....3.83	Div. 1.....4.29

There was quite an increase in the number of accidents, the total number of 952 for September coming within 7 of equalling the year's high of 959 in January. In August there were 894 accidents.

The average witnesses per accident for all Divisions of 4.92 in September is a little better than the August average of 4.56.

For Sale Cheap

Four room house and garage. Lot 40 x 130. 1131 East 88th Place, Los Angeles. See or phone Lenard Schmidt, 2026 Stratford Road, South Pasadena. Telephone SYcamore 4283.

LARY LAFFS

Lecturer (speaking on the value of education): "Yes, what can take the place of a university education? Nothing. Look at the man who only finishes grammar school. Where is he now? He is a motorman on a street car. But where is the man who has gone through university and has gotten his diploma?"

Voice in Audience: "He's the conductor!"

A certain fearless and athletic man was going home late at night. He was warned not to go the usual way, as there had been several hold-ups.

He went just the same, and presently was met by a man who asked him what time it was. Thinking that this was the prelude to a hold-up, he hit him a heavy blow, and said, "It has just struck one." "Begorrah," was the reply, "I'm glad I didn't ask you an hour ago."

During the American Legion Convention an elderly lady, alarmed at the antics of the Legionnaires, rushed up to a policeman, saying: "Can't you stop them, officer?"

"Lady," responded the cop sadly, "there's an old man in Europe who tried to do that, and now he's sawing wood in Holland."

Honor Roll

William Salsbury Service, Flagman in the Transportation Department, was placed on the Special Roll, effective September 16, 1933.

Mr. Service was employed by the Company as a motorman at Division One on September 15, 1901, and was appointed a regular flagman April 15, 1923. He has continued to serve as flagman up to the time of his retirement.



Here are three happy Division One trainmen with their wives. From left to right we have, Conductor and Mrs. Yohler, Motorman and Mrs. G. E. Thomas, and Conductor and Mrs. W. Watson. This picture was taken at Santa Ana Canyon September 4th, Labor Day.

A certain Hebrew was spending a few hours in one of the county jails when his friend called on him, and making inquiry as to why he was there the Hebrew replied:

"I don't know. I can't imagine vy. The judge put me in here. I was a witness in a case. Dey had me on the stand. The judge says, 'How old are you?' I says: 'Twenty-five.'

"The judge says, 'What is your name?' I says: 'Mose Goldberg.'

"He says: 'What's your nationality?' An' I just turns to the judge and says: 'Judge, don't be a damned fool!'"

"So you're leaving your new boarding house?"

"Yes, I was there five weeks and then I found they had no bath tub."

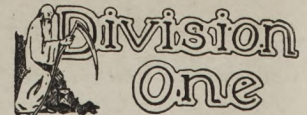
Little Johnny—Mother, I told a lie in school today.

Mother—Why, Johnny, I can't believe it!

Johnny—Teacher asked me where I was born. I know I was born in the Women's General Hospital, but I didn't want 'em to think I was a sissy, so I said in the Yankee Stadium.

"There's no difficulty in this world that cannot be overcome."

"Is zat so! Say, did you ever try to push the tooth paste back in the tube?"



H. N. COLE

Every now and then Conductor J. P. Carson will get off for a day and drive down to his acreage and bring back enough vegetables to last a week. He claims a bumper crop of everything from carrots to cabbage.

Division One has been well represented at the Pomona Fair. Among those who attended were Conductor J. M. Hunsaker and Motorman C. N. McMullen, and their wives also went with them. Mac came back a little homesick because of so many reminders of his old home, mules, jack rabbits, etc.

It is reported that Conductor H. A. Hennes, (he is called "Red" for short) carries two combs at all times, one for his hair and the other for his mustache.

Motorman E. R. Hastings is on the sick list. He came around on the 25th on business, and he had his neck in a sling and all bandaged up. He said it was an attack of "Charley-horses" in his neck, whatever that is.

Motorman J. H. Johnson took four days off in order to take two special trips. One to Westlake Park to see the swans, and the other to Hollenbeck Park to feast his eyes on the goldfish.

In keeping with the NRA, Conductor Haggard has been spending his money rather recklessly lately. He was seen to buy two pads of coach tickets one day last week. By the way Haggard has developed into a "hard to beat" checker player.

H. M. Perkins, better known as "Si," has returned to Division One, after an absence of some six or seven years. While away he served on a police force in a nearby town until last January when his side partner was shot down by his side, he decided it was time for him to quit the job. The boys are glad to see him back.

Motorman S. B. Sloan has been off on account of illness for several days.

Conductor H. F. Keiser has returned after being off for nearly two months, nursing a case of illness.

It took Conductor H. G. Voight seven weeks to recover from a sprained back, but he is back with us again and going strong.

Conductor M. B. Thomas has recovered from a recent illness, and is back, looking fine.

Motorman F. E. Kimble is working his run again. He was confined to his home for several weeks.

The familiar face of Motorman A. L. Goodrich appeared at the Division one day last week. He has been through a siege of illness that lasted several months. He hopes to return soon.

Conductor W. T. Kime applied for a good size vacation and prepared to take a trip back East, but at the last moment he called it off and reported for work.

Some vacation this, Motorman N. J. Tiss is taking eighty-five days to visit relatives in Idaho.

During the month Motorman A. L.

Alger was off ten days to rest up and work around home.

Motorman L. R. Wood is traveling some place back East. He will be away sixty days.

Conductor G. A. Urbain has been granted sixty days leave to visit relatives back East.

Missouri broadcast a call for Motorman L. C. Cummings and he responded to the tune of forty-five days.

Motorman E. G. Smith spent the better part of the month vacationing at home. He took it easy for twenty-seven days.

Motorman D. H. McFarland and Conductor A. W. Smith took a ten day trip to San Francisco during the month.

Motorman T. O. Knoff has returned from a twenty day vacation and is now on the job resting up.

Conductor D. F. McGaughey enjoyed a ten day vacation, spent in and around the city.

* * *

Married

Conductor E. Yohler, of Division One, and Miss Ada Gordon were united in marriage on August 25th. Congratulations and everything!



Division Three

L. VOLNER

Being a very obliging supervisor and anxious to keep his line on time, he is always ready to help out when a crew gets rushed. A "Line 5" car had an accident which made them late and necessitated a switch-back at Avenue 45. In order to have everything in shape Supervisor Perry was helping to get witness cards signed. One lady, not having a pencil, borrowed Mr. Perry's and also borrowed his schedule book to have something to write on. In the rush of switching back, the lady had returned the pencil and card properly signed but by some accident had failed to return the schedule book. Now, you know, a supervisor would be in a bad fix without that book, so Mr. Perry, having the lady's address, soon recovered his book.

Motorman E. B. Bowlin has gone on a vacation which will be spent at points in Missouri and Texas.

During the past month Operator McCollum of the "B" Line, was held up at Fifty-first and Ascot by two colored gentlemen who relieved him of all his money, watch and changer. Two nights later Operator Sonner was held up at the same place and all his money was taken, but the career of these bandits has ended, at least for the present, as they were captured by the police and identified by Mr. Sonner.

Motorman A. B. Parker and wife are spending a sixty day vacation visiting relatives in the Southwest.

Conductor R. G. Monahan and wife are spending a vacation visiting points in Arizona and California.

In the last issue of Two Bells we wrote of Motorman Wm. Millican catch-

ing a would-be kidnapper. Now he has helped in the capture of another man. This man created quite a scene on the rear of one of our cars. Mr. Millican was riding on the front end, and hearing the racket in the rear went back to investigate. The man jumped off, trying to get away, but Bill was right after him and soon caught him, turning him over to others who had called the police.

Motorman G. R. Chapman and Conductors J. W. Allen, W. O. Butler and A. F. Eckenwiler are on a jaunt in Northern California. They usually hunt in the vicinity of Bass Lake and Jackass Meadows and, of course, bring back the limit in the way of venison.

Conductor George E. Dunphy is now known as Grandpa on account of a daughter born to Mr. Dunphy's daughter.

The first two weeks of September were enjoyed very much by Clerk Herter, as he was on his annual vacation at that time.

Motormen H. R. and J. H. Miller have returned from a several weeks trip to their old home in Tennessee where they were called by the serious illness of their father. We deeply regret that their parent passed away shortly after they arrived. Horace says that the cool weather in California certainly appealed to him upon his return.

An enjoyable vacation was spent in Sacramento during the first part of September by Motorman W. O. Watson and wife. A number of years ago Mr. Watson worked on the steamboats which ply the Sacramento River, and the return visit brought back many happy memories of earlier days. They attended the State Fair, which was open during their visit, and say that the various exhibits were wonderful.

Motorman J. J. Redding and wife spent several days in San Francisco the early part of September, and Redding says we don't know what fogs are in Los Angeles.

Motorman E. M. "Chief" Myers has returned from a several weeks visit to relatives in Illinois. Chief says that California looks better than ever.

Motorman George Richter is back from a several months visit with his mother in Germany. George says that conditions are not so good in Europe, but that everybody is expecting a change for the better in the near future. The trip both ways was made on the German liner, Bremen, and he is highly elated over the fact that he was a passenger on this boat when the speed record was broken by this wonderful ship. George remembered quite a number of his friends with souvenirs which he procured at different points in Germany.

Conductor L. L. Sweet says that in the future he will stick to his own occupation. Thinking to cut down expenses, he hoisted a roll of tar paper on his shoulder and, with a bucket of hot tar in his hand, attempted to climb a ladder to the roof of his home on Yosemite Drive. Everything went well until his foot slipped, and great was the fall thereof! While his injuries were not serious they were very painful.

Motorman M. J. Sherman is spending several weeks in the Pacific Northwest. An Indian friend had promised him some

good salmon fishing and he is taking advantage of that offer.

Mr. and Mrs. S. J. McSpaden of Knoxville, Tennessee, were the guests of Motorman H. R. Miller and family for several days last month. Horace took them to the County Fair at Pomona to show them some of California's fine stock, and the wonderful fruits and vegetables.

Our Stenographer, Mrs. Rhoda Ruhlin, together with her daughter and parents, are now happily located in the vicinity of Eagle Rock City. Mrs. Ruhlin has lived in the south end of the city so long that she was indeed surprised to experience sunshine each day and also to learn that there were really songbirds in California.

Motorman A. E. Tuffing and wife spent a thirty day vacation visiting relatives in Texas.

Clerk Gilmore and wife spent the greater part of Mr. Gilmore's vacation in the vicinity of San Diego. Three days of his leave were spent in the company of H. E. Neal, looking over the Hoover Dam.



Division Four

C. J. KNITTLE

Mrs. Esther Pearce, our versatile Division Stenographer, proved she is a bear for safety. On a vacation trip with friend hubby recently, Mrs. Pearce evaded the nerve-wracking task of driving from the back seat by taking the wheel and driving the entire journey. Zion National Park, Grand Canyon, Bryce Canyon and Cedar Breaks were the principal places visited. The sixteen hundred miles were covered in seven days. They returned September 18th.

Motorman W. J. Forester was granted a two weeks leave September 1st to make a trip to San Francisco.

Motorman C. J. Jackson spent a two weeks vacation in and around town starting September 1st.

Traffic Man H. J. Burke and wife returned September 4th from a seventy-five hundred mile auto trip to Ottawa, Canada, where they visited Mrs. Burke's parents. On the return trip they took in the World's Fair.

Motorman Jack Wayne was granted ten days leave September 5th to make improvements on a home he purchased recently.

Motorman Z. P. Dempsey spent fifteen days, starting September 5th, in and around Los Angeles, Riverside and the Pomona Fair.

Switchman Freddie Seega took an eight day leave September 5th to make a trip to Boulder Dam and Las Vegas.

While driving home in the evening of September 7th Conductor W. D. Grimes had the thrilling experience of running down and breaking the leg of a man who, it developed later, had just held up a grocery store and was trying to get away.

Motorman G. H. Buttner went on the sick list September 7th to undergo a major operation at the California Luther-

an Hospital. Our best wishes are for a speedy recovery.

Conductor Duke Lowen was granted three weeks vacation September 9th to fish and hunt at Red Bluff, Calif.

Motorman H. Berry was granted ten days leave September 9th to rest up.

Conductor M. E. Pennington was all smiles one evening recently. He had worked a full day on Line "P" without getting a Santa Monica or Westwood bus.

* * *

Wedding

Wedding bells rang for Motorman A. Perry September 11th. Miss Ollie E. Thompson is the happy bride. Hearty congratulations and best wishes to the newlyweds!

* * *

Motorman and Extra Clerk W. L. Greenwood has turned in his Model A for a V Eight. Conductor and Extra Clerk Evans' mind evidently ran in the same channel as he traded in his Whip-pet for a V Eight.

Conductor Jim Saunders was granted a thirty day leave September 10th to hunt deer along the Kern River.

Motorman G. H. Ross returned September 10th from a ten day vacation at Catalina.

W. C. Waedekin returned September 25th from a brief vacation, part of which was spent at the Nudist Colony near El Centro. 'Nough said.

Motorman J. F. Biddle spent eight days starting September 26th, in the nearby mountains, just resting.



Corporal Wilbur Reddick. Just a boy but a true soldier, Corporal Reddick is serving his country in Battery B of the 41st Coast Artillery at Fort Kamehameha in Hawaii.

Wilbur is making a strenuous effort to get an appointment to West Point. Our very best wishes are for his success. He is twenty years of age and is the son of Conductor C. N. Reddick of Division Four.

Charles Dentler Stevenson. When we look at robust, young Charlie Stevenson, folks, we can only say one thing, "Some boy!" Charlie is eighteen years of age and is the son of Conductor C. D. Stevenson of Division Four.

Lawrence Assell, eleven years of age, is a thoroughbred American boy. His favorite diversion is visiting his grand-daddy's ranch in San Fernando Valley and shooting sparrows for a penny a bird. Lawrence is the son of Conductor M. B. Assell of Division Four.

Geraldine Assell. Another child of Conductor M. B. Assell of Division Four has a warm spot in her heart for the baby livestock on grandpa's ranch. Geraldine is thirteen years old.



Conductor F. W. Reynolds is spending a thirty day leave in San Francisco. He left September 26th.

F. E. Striebel returned September 25th from a trip to the World's Fair and says it is well worth the time and trouble.

Motorman B. F. Steele is spending a ninety day vacation in Lucerne Valley. He left September 26th.

Guess we'll have to get us a rifle range around here somewhere so some of the boys can get the low-down on how to shoot deer. Conductor Duke Lowen just arrived back from a trip up north, near Mount Lassen. Says there were plenty of bucks up there and every one in his camp got one except him. Said he saw five bucks, two of them coming as close as seventy-five feet from him and they were not even running when he took aim, fired and missed them. Duke evidently flinched. He doesn't blame it on the gun. The gun belonged to Motorman Forster. We'll have to say one thing for Duke. He's pretty dad-berned honest about these hunting trips.



FRED MASON

Motorman Otto Schoff pulled the hot one of the month when, on the first Saturday morning after a line choice, he came up to the window and said: "Gimme 312 and make it snappy!" Mr. Paine, the clerk on duty, handed Otto his cards but upon looking at the check out sheet failed to find work on run No. 312. Upon perusal of the schedule it was then discovered that there was no time in Otto's run on Saturday, so he was told he could go home and take a soft seat.

Conductor B. E. Pittinger is taking a trip to visit the folks and friends in Hastings, Nebraska, and will be off for sixty days.

Motorman E. L. Seale, who is vacationing in Garrison, Texas, writes for an extension order to go deer hunting. Says he is having a good time and has played a couple of games of ball for Wes Ridder, Louisiana. He wishes to be remembered to all the boys.

From Detroit, Michigan, Motorman G. H. Rolph writes that he is enjoying his vacation and that he could use a little more time. He was granted fifteen days extension and is due back on October 14th.

Conductor Sam Thomason, after a very nice vacation with home folks in Warren, Arkansas, is back on the job and says he is glad to be back in Los Angeles.

After ten weeks vacationing and looking over the country around Seattle, Washington, the team of Motorman Bill Openshaw and Conductor George Ritter arrived back O. K. They are looking forward to the next trip.

Conductor Harry Yardley reports one of the best vacations of his life. He and his wife took the boat trip to Seattle, Washington, which they thoroughly enjoyed until about sixty miles from port when the boat struck the rocks, causing considerable delay and excitement. However, the ship made port under its own steam and everything was hunky dory. They then visited friends and relatives at Wenatchee, Washington, and returned to Los Angeles by boat, and Harry is now back on the job again and feeling ten years younger.

That was Conductor Casey Jones' baby buggy you saw Otto Schoff wheeling over to the barn recently. Casey had just bought it and was bashful about pushing it so Otto, a man of experience, helped him out. Congratulations, Casey!

We are glad to hear the news that Conductor Homer Raines is now at home and getting along nicely.

Motorman George Pape, who was confined in the California Hospital, is also at home now and hopes to be back on the job soon.

We were very agreeably surprised to receive a visit from our old friend and ex-uniform inspector "Dad" Fisher. "Dad" who is now in his 78th year, is looking hale and hearty and says he is feeling fine. He is staying with relatives in Burbank.

* * *

Wedding

On Sunday afternoon, September 10th, before a bower of palms, maidenhair fern, pink and white gladioli and larkspur, at the home of the groom's mother, Mrs. E. La Verne Donnelly, Miss Agnes Ferguson became the bride of Francis Joseph Donnelly, conductor, of Division Five. Monsignor M. J. O'Gorman officiated. The bride was gowned in orchid and wore a corsage of orchids. Miss Aleen Wood attended as maid of honor in a gown of yellow silk and wore a corsage of talisman roses and gardenias. Immediately after the ceremony a reception followed with eighty-five guests attending. The newly married couple spent their honeymoon at Carmel. The boys of Division Five join in wishing the newly married couple the best of luck.



JACK BAILEY

W. T. Reynolds, Storekeeper, spent the last two weeks of September painting the big Buick. What a vacation and what a paint job! And by the way, Bill, where did you hide the soccer ball?

Ben Bradfield, of the Store, again stepped into the limelight this month when he called on the judge to make a five dollar deposit on account—on account of driving on the wrong side of the street in Vernon. Poor Ben, we fear will never learn the rights and wrongs of the wicked city.

Bob Wallace, Clerk of the Carpenter Shop Office, spent the week end of Labor Day at Bakersfield with friends. A little swimming, a little fishing and a little shooting occupied his time. Bob bagged eleven doves and one rattlesnake which proves he is a good westerner.

A dreadful affliction has visited several members of the Shops in the past few weeks, the first signs being noticed on Frank Ross, A. F. Kilgore, G. Hoffman, G. Yale and Bert Timbs. The symptoms are a slight discoloration of the upper lip, which when more closely examined resembles hair, which all means that the mustache season is upon us.

Painter J. Rizzo and Carpenter George Hoffman are back to work after being on the sick list for a while. During the time they were away they were very much conspicuous by their absence. Welcome back!

Painter M. Bradley resumed his duties as Shop Weather Forecaster October first. This department has been in a slump during Mr. Bradley's vacation (at which time he was campaigning for Mr. Roosevelt) but an immediate recovery is anticipated.

Mystery surrounded the forsaken look on the face of our friend, A. Edmunds of "C" Inspection, until we learned that his wife had forsaken him for the wonders of Chicago. Tough going, this can open life.

G. Alimonti, Millman, who was absent some eight weeks on account of a severe cut on his thumb, is back on the job and is quite pleased with the splendid work done by our doctors. Their superior skill saved an amputation of the almost severed thumb.

Mrs. Roy Blaize, wife of Truckman R. Blaize, underwent a major operation at the Good Samaritan Hospital and is reported as doing nicely. Their many friends wish her a speedy recovery.

Dame Rumor has it that Truckman J. Mathis intends to utilize his front yard for a guinea pen.

When you wake up at dawn and can't go back to sleep, it's a sure sign that it's a holiday. So Truckman L. Spratt bought himself an alarm clock but not for the holidays.

Truckman William Thun wishes to trade his Erskine for an Austin. He wants a car that will go places, do things and come back.

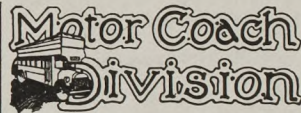
Carpenters R. Weatherly and T. Frew visited the Pomona Fair. Tom made the mistake of going on Sunday and missed out betting on the horse races.

Carpenter Bob Calderwood and wife paid their respects to His Majesty's ship, The Dragon, while she was anchored in the harbor last month. Homesick, Bob?

Scotty Bill Skinner will probably never be the same. He bribed the janitor to stack him up the best cord of wood that could be bought only to find out that his name was not first on the list. Bill did not mind not getting the wood so much but he is worried about how he will get his penny back from the janitor.

If you had followed the motor caravan on the morning of September 23rd to Palmdale and Lancaster you would have discovered the use of scatter guns and buckshot. Those who were out trying to entice the furry tribe of jackrabbits were: Charlie Schneider, Pete Schneider,* J. A. Willer, Vic Lee and Ye Scribe. Some forty-five rabbits and one rattlesnake bit the dirt. If you boys think we are having a nice winter down here this summer, try the desert.

We wish to express our sincere sympathy to N. Ayala, of the Machine Shop, upon the death of his daughter.



J. H. McCORNACK

Business is picking up. We wish to introduce some more new men. They are J. J. Hansen, W. M. Applegate, E. L. Malloy, L. M. Graves, W. Meves, H. A. Boling, W. Bailey, L. D. Ulmer, I. H. Ault, J. A. Logan, H. Monahan, L. C. Hewett, A. Coplan, W. E. Charlesworth and H. M. Delaney.

V. Coleman seems to be the last on the vacation list. He is going to Texline, Texas, for a rest and visit with his wife's folks and hopes to explore the Carlsbad Caves on the return trip.

Our men will not give up trying to catch fish. H. Lehnhart, H. Dean, J. Kilgore, B. Proksch, L. Cutler, R. Bailey, A. Grant, H. Featherstone, C. Tomer, C. Gregory, M. Chamberlain, C. Watson and M. W. Cook with Leon De Mar and Clyde Fly from the building have been on a charter party. The good ship Calypso took them to the Catalina waters where they all caught some fish. H. Dean was a delight in action with his huge pole with a tiny reel mounted upon it. Also in his role of doctor to A. Grant by offering him oranges as a sure cure of seasickness. M. Chamberlain was the best fisherman in numbers but H. Featherstone took the four dollar prize for weight and B. Proksch the money for the largest fish of the day.

R. Handley says that he likes Grand Opera. He has been out to the studio

to see the Merrymakers.

Supervisor H. E. Sweet has returned from a splendid two weeks vacation. He visited the Grand Canyon and then went over to Catalina and caught a nice variety of fish.

R. W. Long is taking boxing lessons from J. Morton. Long has a sore stomach.

H. D. Lester has his racing car completed. It is an "A" motor job which he built himself. The car has qualified at Ascot and received number 43. He intends to qualify now and do most of his own driving.

S. M. Cookson has joined the army. He is in a cavalry division.

M. Chamberlain, having trimmed B. Hobbis at tennis, is ready to meet all comers.

Al Brehm has returned from a weeks vacation. He didn't lose any weight. The entire week was spent in finding out that Tuesdays and Saturdays are the wrong days to go fishing.

Good-bye to those old heavy coats. We have new and snappier uniforms, caps and all. What a break for our lady killers! B. Hobbis puts his cap on the side of his head and says, "Come up and see me some time."

* * *

Married

S. D. Hubbell strode into the office with a box of cigars and informed us that he was married September 20th to Miss Thelma Tambellini of this city. A honeymoon trip is planned for a later date. The happy couple are at home to their many friends at 2236 W. 78th Street. Congratulations, and thanks for the smokes!

GARAGE

The garage has three real baseball clubs that play in the Noon League. They are the Blue Eagles, Pirates and Yankees.

The Blue Eagles Club is composed of J. Savage, Captain, C. Simmons, A. Seyfirth, G. Oliver, F. Land, B. Walters, C. Fletcher, R. Sudano, F. Claudino, W. Dewhirst, S. Eurich and H. Nordmark.

The Pirates are those star players from the wash rack, namely, H. Veil, Captain, F. Hall, E. Hall, A. Young, O. Knox, H. Pree, N. Winston, R. Kirkwood, T. Ake, E. Cobb, C. Hodges and H. Franklin.

The Yankees, or those lucky boys, include N. Lane, Captain, R. Ralphs, R. W. Taylor, E. Wetzler, Wm. Wilson, J. Smith, R. Coenen, J. McDonald, T. Juris, R. Hester, N. Leiser and R. Wilding.

These three clubs are now really playing ball. Our friend, Mr. H. C. Crocker, an admirer of clean sport, has purchased a fine trophy to be presented to the winner of a series of fifteen games to be played consecutively at lunch time.

R. Crawford, E. Serabia and D. J. Sullivan are the umpires and E. Peteway, G. Holmes and Ye Scribe form a commission to iron out all discussions and keep the official score. The Pirates say they are the best players but the Yankees

are two games up. Captain Savage has offered a chicken dinner to his mates if they win, so the spectators are the fortunate ones to get to see this show.

Foreman Ray Anderson is back from his vacation and full of pep for another year's work. He visited a few days with relatives at Bakersfield and had a real rest.

Bill Wilson lost his tonsils, voice and ten pounds in a one-day visit to the hospital but didn't lose out on Saturday's double header football game.

Earl Hansen is vacationing at Mammoth Lake. If the fish bother him too much he may catch some.

Andy Seyfirth stayed home a few days to break up an attack of the flu.

Miss E. Emerson is spending her vacation at Gilman Hot Springs.

Paul Wood was unfortunate enough to have his finger cut off by a compressor belt but the Emergency Hospital sewed it back on and it is healing nicely.

Ed Lentz has been raving for months about the inhibitions of Bing Crosby but unknowingly entered a show of Crosby's and sat through it twice.

Charles Hardy took his horse to the Pomona Fair.

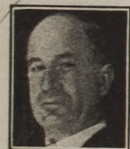
The Beverly Wilshire has opened again, which is a break for the Kappa Delta girls.

Eddie Serabia has taken over the captaincy of the Night Ball Club. G. Oliver doesn't know it yet.

R. Hinze is taking two weeks off to coach the Senators during the World Series.

Foreman Doyle Rishel is bowling in the Beverly Boulevard League this year for a contracting firm known as Merrills Plasters. Doyle is living up to a starting average of 160 with a high of 189 and they have already plastered their name in first place.

Joe McDonald has had his shower bath and is now a full-fledged member of the Day Shift.



F. F. ROBEY

DIVISION ONE

R. P. Sherrill fell off a scaffold while painting his house and received a compound fracture of the leg. He is in the California Lutheran Hospital and would be glad to have his friends come to see him.

G. L. King is back at work after being off several nights with eye trouble.

T. S. Hartley has also returned to work after a few nights off with a sore finger.

R. L. Lathrop has been absent several days suffering with lumbago.

DIVISION TWO

Sam Cohn thought he would enjoy his vacation on his ranch near Victorville but it was too tame there so he went up north of Bakersfield where rabbits

were plentiful and brought home several. He blamed the gun for those he missed. Jim Brown said the gun was OK but the fumes from Sam's old pipe would make anybody miss.

H. T. Brown, after enjoying his vacation, has been transferred temporarily to Division One and at present is pinch hitting for P. Sherrill who is in the hospital with a broken ankle.

T. G. Hubbard has the family united again, his son has returned home after spending his vacation in Oregon and now keeps Tom up nights telling about that wonderful country.

DIVISION THREE

P. Haywood is still on the sick list but is improving slowly.

W. Wickwar has made up his mind to move from Watts. OK, Bill.

Chester Binkiewicz has traded his place and is going to move to the city.

W. Cook was off a few days nursing an injured elbow.

A. Pabst is baching while his sister is on a visit back East.

Frank Marshall is sure slicked up lately. That's all right but watch your step, Frank.

W. Green, Night Foreman, has joined the soup brigade while having his teeth remodeled.

This Division has established an unequalled record for Car Journal Lubrication—not a hot one in over a year. This was due to the efforts of one man who has become an expert and deserves a lot of credit. Will tell you more about this man in next issue.

DIVISION FOUR

Harry Ogden traded his Chevrolet coupe in on an Auburn phaeton sedan and he says it sure has some "pick up."

Ray Crowthers is back at work after spending his vacation on a trip to Salt Lake City. Says he drove from there to Los Angeles in one day!

George Smith is away on a "quiet" vacation, that is he didn't "noise" where he was going.

C. Parker and wife took his brother and wife on a week end trip to Big Bear Lake and Victorville territory where they bagged sixteen nice jackrabbits.

W. W. Aldrich has been transferred from Shops to Mechanical Foreman, Division Four. He doesn't need much introduction after twenty-eight years experience in Car Houses and Shops. We wish him all success in his new undertaking and while we have suffered a loss in the sudden death of J. W. Melvin, we have gained a friend in Mr. Aldrich and thank the Shops for him.

Alfonzo Dorazio has returned to work after several days absence due to a bad arm.

DIVISION FIVE

We are glad to hear that Fred Dudley's wife is rapidly recovering from a recent operation.

A. G. Sundeen and wife are receiving friends at their new home on 79th street, which they built themselves. Congratulations!

We understand Olon Dewberry is busy these days calling on real estate men, with the idea of buying a home.

Walter Alport is sure some radio fan.

He had one installed in his car and now gets all the last minute news and programs.

Russell Litz still goes fishing every week end with the same old results—no fish.

C. R. Fulton motored to Sears Roebuck's and purchased his wife a new cook stove.

Anyone wanting a nice, large, "yellow legged" rooster to eat, call on Ralph Nokes. He sure has them—the kind we used to raise down on the farm.

Tom Cosgrove made a trip to Fresno the other day in regard to some racing dogs.

G. P. Macqualters had a birthday on September 26th and we thought it might be declared a holiday, but it was just another day.



H. I. SCHAUBERT

Frank South's plans for taking his wife back to her home in Wisconsin to recover from an illness were upset when Frank reached Salt Lake, where it was necessary to perform an operation on Mrs. Smith. Her recovery has been remarkable and she was able to return home with Frank in the car.

Bill Rankin is having a hard time keeping up with his sleep. He is working nights, and caring for a sick brother in the daytime.

Ben Weatherbee was off for a few days last month caring for a severe cold.

"Muscles" Fleetwood suffered an accident last month when he pulled his garage door from its hinges. Fortunately it hit him on the head and his injuries were slight.

The Track Department hunters are doing much better this year. Charlie Shelton made a trip to Big Pines and killed a deer. Bill Swearingen went out on the opening day of dove season and brought back eleven birds and Cal Simmons made a trip to Lancaster returning with thirty-eight jack rabbits.

It just had to happen some time. Henry Rishel finally lost some paint from his new truck when a machine ran into it, damaging one of Henry's fenders. Luckily enough, bystanders were present to keep Henry from killing the driver of the machine.

Joe Ovard gets a break. The welding machines are to be painted. So Joe will have to work days while the work is being done.

In contrast, Exil Weberg has been forced to forego the beautiful sunshine while working nights in the downtown district.

"Ma" Mason is Fred Kessler's new playmate on the grinding car since Ernie Blackwell transferred back to the Operating Department.

Sam Sommers has returned from his trip in the East.

Walter Capps made good use of his vacation by putting the old Star in such wonderful condition that he was able to enjoy a trouble-free round trip to Delano to visit relatives.