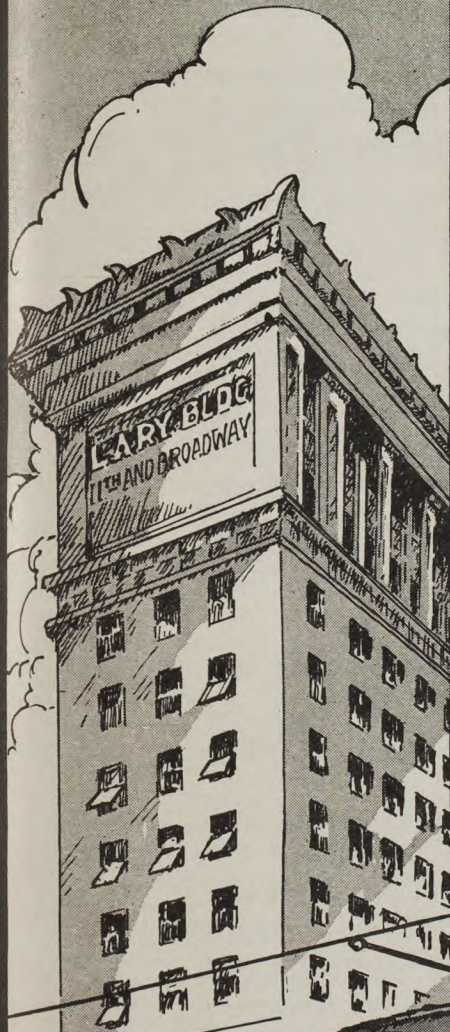


TWO BELLS



The Test

The test of the man is the fight he makes,
The grit that he daily shows;
The way that he stands on his feet and takes
Fate's numerous bumps and blows.
A coward can smile when there's nought to fear,
When nothing his progress bars,
But it takes a man to stand up and cheer,
While some other fellow stars.

It isn't the victory, after all,
But the fight that a man makes,
The man who, driven against the wall
Still stands up erect and takes
The blows of Fate with his head held high,
Bleeding, and bruised and pale
Is the man who'll win in the by and by,
For he isn't afraid to fail.

It's the bumps you get, and the jolts you get,
And the shocks that your courage stands,
The hours of sorrow and vain regret
The prize that escapes your hands,
That test your mettle and prove your worth.
It isn't the blows you deal,
But the blows you take on this good old earth,
That shows if your stuff is real.

—M. F. W.



Transit Under the NRA

For the information of the employes of the Los Angeles Railway as to the status of the code for the transit industry, we are giving excerpts from an editorial in the last issue of the Transit Journal: 37

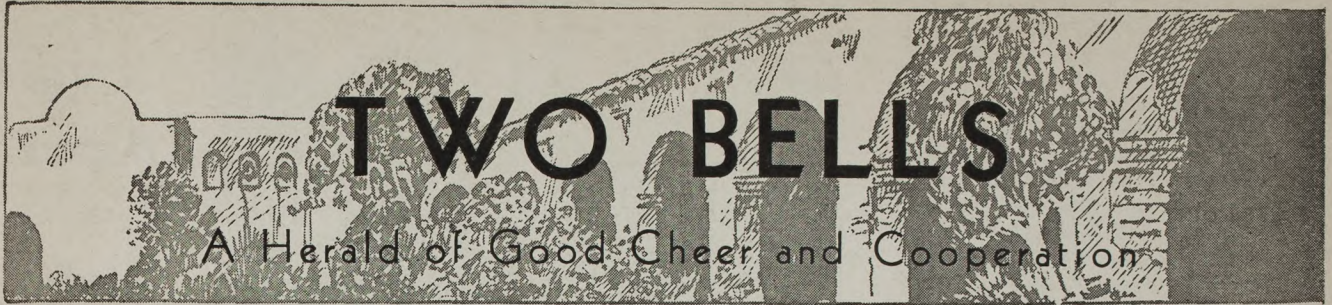
BLUE EAGLES will soon be spreading their wings over the cars and buses of the transit industry. A "code of fair competition" has been prepared and submitted to the National Recovery Administration in Washington by the American Transit Association, acting in behalf of the transit industry as a whole. 51

THE PRIMARY PURPOSE of the National Industrial Recovery Act is to increase employment and mass purchasing power through the limitation of working hours and the establishment of minimum wages.

AT A SPECIAL MEETING recently held in Washington, to which all transit operators were invited, opportunity was afforded to discuss the code prior to its submission to the NRA. While differences of opinion developed on certain points, it was clearly evident that the code as a whole was generally acceptable to the large majority of the operators. Moreover, it has the endorsement of the Amalgamated Association of Street and Electric Railway Employees of America. This agreement between management and labor on the provisions of the code is the best possible assurance of its essential fairness.

THAT THE ACTION TAKEN by the transit industry will result in giving employment to additional men is evident. As general business improves the need for added service will give jobs to still more transit workers.

Editor's Note: The American Transit Association, in behalf of the transit industry as a whole, submitted a code of fair competition to the National Recovery Administration on August 15th. A public hearing on the code was held by the National Recovery Administration on August 29th. Final action probably will be announced shortly, when the full text of the code will be printed for the information of employes.



Published Monthly by and for Employees of the Los Angeles Railway

Volume Fourteen

September, Nineteen Thirty-three

Number Nine

JANET C. McNEILL

Publicity Manager and Editor

Text of Statement by General Manager

Statement of Mr. P. B. Harris, General Manager of the Los Angeles Railway Corporation at a meeting of the employees of the Los Angeles Railway and the Los Angeles Motor Coach Company, held in the Company Shops on 54th Street, west of Avalon Blvd., on Sunday, August 27th, at 10:00 A. M.

Fellow Employees:

Our President, Franklin D. Roosevelt, on June 16th, signed the Industrial Recovery Act, with which all of you are more or less familiar.

I wish to inform all of you that the Los Angeles Railway intends to comply with all the provisions of the code prescribed for the electric railway industry. The code under which we are to work has been submitted, but has not yet been approved. When it is approved, you will be notified of same and the provisions of that code under which we are to work.

There have been many wild rumors, as there always will be in times like these, many misstatements, many remarks that are entirely speculative, and in order that some of these misstatements may be corrected and the situation clarified as much as possible, I have asked you to meet here this morning in order that I may inform you of your rights along certain lines under this National Recovery Act, and I want you to bear in mind the statement previously made that, once the code is accepted, the Los Angeles Railway expects to comply with the provisions. The code for our industry under this Act states specifically the hours that each department shall work, and also will give the minimum wage allowance. What these finally will be I do not know, nor does anyone, and as a consequence I cannot inform you.

Other provisions of this Act specifically state the rights of labor to do certain things, and I want, at this meeting to quote from the Act the provision that deals with the labor situation:

"Section 7, paragraph (a): Every code of fair competition, agreement, and license approved, prescribed, or issued under this title shall contain the following conditions: (1) that employees shall have the right to organize and bargain collectively through representatives of their own choosing, and shall be free from the interference, restraint, or coercion of employers of labor, or their agents, in the designation of such representatives or in self-organization or in other concerted activities for the purpose of collective bargaining or other mutual aid or protection; (2) that no employee and no one seeking employment shall be required as a condition of employment to join any company union or to refrain from joining, organizing, or assisting a labor organization of his own choosing; and (3) that employers shall comply with the maximum hours of labor, minimum rates of pay, and other conditions of employment, approved or prescribed by the President."

I want to call your attention to this provision in the Industrial Recovery Act because there has been much wild talk in regard to it and its interpretation. You may join any organization that you so desire, or you do not need to join any of them. The code as submitted contains the following:

"Many of the street railway and bus companies which come under the provisions of this code have working agreements with their employees through American Federation of Labor Unions, which provide the wages, hours of labor and working conditions,

and further provide for arbitration in all disputes of any kind that cannot be mutually adjusted, practically all of which agreements also provide for renewals through mediation and arbitration. It is understood and agreed to by the companies under this code, that all labor agreements will be lived up to and carried out, and this provision is agreed to by representatives of the employees.

"The employees of some of the companies that come under the code have local associations, organizations, or other plans of collective bargaining. However, it is clearly understood that if either the employees under the American Federation of Labor Unions or under the aforesaid local associations, organizations, or other plans want to change their form of organization under the provision of Section 7 (a) of the National Industrial Recovery Act, they are at liberty to do so as that section provides."

Many of the employees have asked regarding the joining of some union or association, as many of them seem to be of the opinion that they would rather not be associated with any union or organization. Personally, I am rather in accord with these employees, as you all know I have never been in favor of labor organizations. But as the NRA allows for organization or joining of labor organizations, and as we have stated that we intend to comply with the rules of the NRA, you have the privilege to do what you think is in your best interest.

I do want to point out to you that it is the duty of every member of this Organization to cooperate with our President and our legislative bodies as nearly as possible 100%, in order that we may have our share in bringing back the much needed prosperity of this Country.

I have prepared and read this state-

ment to you so that I can not be misquoted, and I sincerely trust that when the code is approved for our industry, and you are advised of that code, that the same amiable relations will exist during the life of this Act between you and the Management, that have existed in the past, and I again assure you that the Los Angeles Railway will deal as fairly with its employees and the public as it is possible to do. I want you to further know that I have the interest of every one of you at heart and to know that the hours you work, and the wages you receive will be as good as it is possible for the Company to give you.

I thank you one and all for your attendance here this morning, and ask any of you who have any questions that you wish answered in regard to this matter, to get in touch with the head of your department, each of whom is willing at all times to advise to the best of his ability.

S. Van Amburg
General Manager.

Van Vrankens Celebrate Anniversary

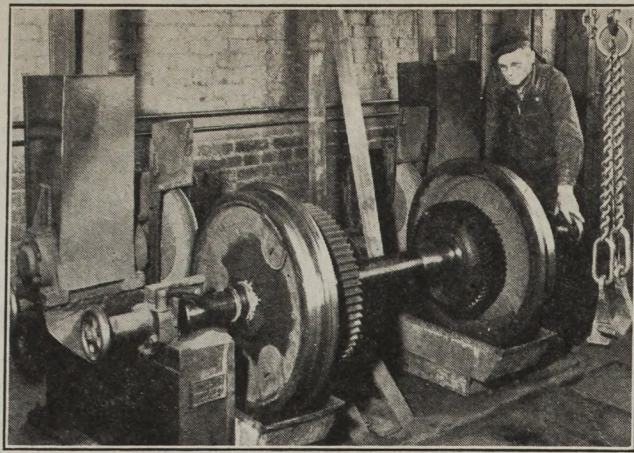
F. Van Vranken, Manager of the Coach Division, and Mrs. Van Vranken celebrated their forty-fifth wedding anniversary on September 4th. May they have many more happy anniversaries.

Complaints Shoot Upward

Classification	July	Aug.	Loss or Gain
Discourtesy	12	28	16
Fare and transfer trouble.....	43	48	5
Starting too soon.....	6	6	0
Passing up passengers	3	3	0
Carrying passengers past stop.....	7	7	0
Dangerous operation..	0	1	1
Short change.....	5	11	6
Service	1	1	0
Miscellaneous	25	36	11
Totals	102	141	+39

DO YOU KNOW—

That the first white man to visit California never left it?



S. Van Amburg at Grinding Wheel

Taking the Squeals Out of the Wheels

By R. L. Guignard

When wheels are chipped, flat, mismatched, or have wide, high, or thin flanges, they are removed from the truck, segregated according to their condition, and placed on the wheel grinding machine where the "flats," flanges, etc., are ground smooth and true.

This work is accomplished by means of a grinding wheel, spaced in line with each car wheel, and driven through a series of pulleys and gears, by an electric motor. The grinding head is operated by a cross-head and feed-screw, and adjusted against the tread or the flange of the car wheel as desired.

Due to the chattering and vibration of the grinding wheel, caused by excessive wear, hot bearings, etc., it was necessary to replace the babbitted-lined bearings in the grinder head quite frequently. This movement left marks on the wheel tread similar to marcel waves.

Recently, at Division One, a new design of a grinder head was installed, equipped with Timken roller bearings. These bearings were salvaged from abandoned equipment. An old obsolete D. C. Sprague motor, known as the Edison No. 6, was replaced with a more modern A. C. type motor.

The application of the roller bearings has completely eliminated the chattering and vibration heretofore experienced with the older type of bearing, thus giving a smoother and more satisfactory job.

The cross-head was also redesigned to give a wider range of travel, enabling the operator to grind both flanges of the wheel at the same time, instead of only one, as was formerly the case. This feature increased the efficiency of the machine fifty or sixty per cent.

Another improvement is the arrangement of the heads to grind the treads of car wheels to a taper of one to twenty-five; this taper is to prevent wheels squealing on curves. In order to put a pair of wheels in first class shape, it is necessary that they be ground as nearly the same diameter as possible, the variation being only a few thousandths of an inch between the two wheels.

This accuracy requires a careful and experienced operator, and here is where S. Van Amburg, enters the picture. He is the man at the wheel, and he has chalked up an enviable record of twenty-eight years, having served most of this time at the old Georgia Street barn, for the Los Angeles Interurban, the Pacific Electric Railway Company, and the Los Angeles Railway Company.

Needless to say, his hobby is accuracy in car wheels, but Van (as he is commonly known), has something he is prouder of than car wheels. This is nothing less than a baby boy, three months old, and at the present time he is experiencing considerable difficulty buying clothes for himself, due to his extreme chest measure.

New Coach Route

On Friday, September 1st, the Los Angeles Motor Coach Company began a trial operation for a period of sixty days of a new motor coach line known as "Beverly Hills Local."

The route is from the intersection of La Cienega and Wilshire Boulevards via La Cienega, Olympic, Spaulding Drive, Wilshire, Brighton Way, Crescent Drive, Burton Way, Palm Drive, Third Street to Robertson Boulevard.

The New Man

By JOHN COLLINS

Supt. Meter-Mileage Department

When a man starts to work on the street cars, he should realize that he has joined a large group of men who have been trained for, and whose purpose it is to render service. Out of this group there is one man at each Division who is considered the best motorman and another who is classed as the poorest. Between these two extremes is the average man; all the others are either above or below the average.

The position each man occupies depends entirely upon himself. The level to which he climbs depends upon the effort he exerts to learn to do his work in accordance with the rules.

Rules result from mistakes of the past and are used as a guide and a short cut to success in the work. To violate them only leads to trouble. Rules, therefore, are an attempt on the part of those in authority to set in order the facts gained by experience. No man should deem himself authorized to defeat the wishes of those who are held responsible for his actions so long as he occupies the position they entrusted to his care.

Years of experience have proven to the Superintendents that there is no excuse for discourtesy. Therefore the most important safety rule in the Rule Book is "courtesy."

The new man on the cars must realize that the work of equipping himself to handle the Company's patrons as they should be handled, is as much a part of his job as is the proper handling of equipment, fares and reports.

The new man should have confidence in the Instructors; they are a group of men who have been carefully selected because of their knowledge of operating rules and their ability to impart this knowledge to others.

Observation is the most important faculty a man can use in preventing accidents. Therefore he should learn where to look and what to look for and time his moves so there is no lost motion. He should feed the controller for an easy start, take advantage of half speed in heavy traffic, and read street conditions as he would a book for on the street there are question marks, commas and periods—places where he speeds up, slows down or stops.

The motorman must stay away from the car ahead; he cannot pass it, but he can hit it. An automobile traveling at fast speed should be con-

sidered 25 feet nearer than it really is and at slow speed, 5 feet nearer than it is. At night or in a fog, the motorman should feel his way so that he can stop within the range of his vision, paying close attention to the crossover rule.

If a student is carefully coached in correct operation, there will be very little difference in the amount of energy consumed by him as compared to the regular man—many students use less power. A student who follows the directions of the Instructor and becomes a careful motorman is worth a lot more to himself and to the Company which has made an investment in him.

Ye Olde Time Basket Lunch

Once a year, former employes of the old Los Angeles Traction Company, now our Division Four, meet to renew acquaintances and for the sake of Auld Lang Syne. This year the picnic was held on Sunday, August 27th, at South Park. There were several hundred people present.

Honored guests, who were former employes, were Dr. C. B. Dickson, Hugh J. McGuire and W. S. Hook, Jr.

Men who got their start with the old Traction Company are now representing almost every walk of life. Only four of them are still employes of the Los Angeles Railway, Robert S. Bliss, Claude H. Campbell, Warren Cline and William R. Pierce. Of these only Mr. Bliss is in active service.

Veterans of Foreign Wars

Southwest Post No. 2828, Veterans of Foreign Wars of the United States, located at 8463½ South Vermont, is making a membership drive to get as many Veterans as possible to join before the charter closes on the last Wednesday in September.

Already several Los Angeles Railway Veterans have become members of this Post and all eligible Veterans are invited to join.

If you want to get into a real up and coming Veterans organization communicate with Motorman R. R. McFall, of Division Four. Residence address: 541 West 107th Street.

Support of Community Chest a Definite Responsibility Says President Roosevelt

President Roosevelt says Community Chest must carry on. The following is a direct quotation of the President's statement:

"I want to tell you definitely and clearly that it would be nothing short of a calamity to have private, social and relief work collapse at this time.

"The splendid task of private, social and charity agencies must not only be kept up to their highest previous standard, but must be increased during the months to come.

"I do not use the weasel words 'ought to be.' I use the strong word 'must.'

"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."

Silver Anniversary

FRED MASON, *Division Five Scribe*

Conductor Henry Tetreault, of Division Five, celebrated his silver wedding anniversary on Thursday, August 31st, 1933. The wedding ceremony was performed at Saint Bridget's Church, 52nd and Western Avenue, and was followed by a breakfast which was served at Maison de Gaston, Hollywood, forty-two relatives and friends attending.

During the afternoon and evening Mr. and Mrs. Tetreault received one hundred and fifty relatives and friends at their home at 1612 West 56th Street. During the evening, much to the amusement of those present, a mock wedding ceremony was performed, Miss Rita Young being the bride, Nat Heinen the groom and Martin Henry the minister.

Token Soccer Club

The Los Angeles Railway Token Soccer Club enters the 1933-34 season on Saturday, September 23rd. Our coaching staff will be glad to teach those with no previous experience as well as to train the more seasoned players.

Employees interested are cordially invited to contact W. T. Reynolds at South Park Store.

All games will be played on Saturday afternoons.

W. T. REYNOLDS, *Manager*

Veterans' Auxiliary

Everybody attention! Circle this date on your calendar, September 28th. Place, Roosevelt Hall, time, 8:00 p. m.

The first installation ceremonies of the Ladies' Auxiliary of the Los Angeles Railway Veterans' Club will be held on that date and we are inviting each and every reader of Two Bells to be present. We have a large number of new members and we wish each of them to bring along a friend, also the kiddies as the evening's entertainment will be furnished entirely by the Juniors of the Veterans' Club and of our Auxiliary.

As an added attraction a very special "chow" menu has been arranged, which will appeal especially to the men.

We will have as our guests of honor all the members of the Veterans' Club. So don't miss the show.

Auxiliary members be sure that you are present at our next meeting, September 20th at Harding Hall. We have lots of work ahead of us and we need the help and co-operation of every member.

Let's all join hands on the nights of September 20th and 28th and help make our Club a success.

ESTHER WILLIAMS, *Secretary*

Mac a Proud Daddy

There has not been so much excitement among the tribe of Two Bells Scribes for many a year. Last month Fred Mason, Scribe at Division Five, forsook his bachelor life and got married.

The big news this month comes from the Motor Coach Division. Scribe J. H. McCornack is the proud daddy of a sweet little daughter, weight 6 $\frac{3}{4}$ pounds, born at Good Samaritan Hospital August 8th.

Everybody wondered why the cigars Mac passed around were so extra good and the secret is out. Mac and Mrs. Mac confidently expected a son and heir whose name was to be John. So when the little Miss took them by surprise, there was no name selected. In the next issue of Two Bells Mac will tell us what they have named their first child.

The test of a man upon whom you can place responsibility is his ability to keep his head and carry on during a crisis.



Elford Kline and Bob Bower

Two Good Scout Pals

Elford Kline, at left, is the true son of his dad, who is as enthusiastic about Boy Scout organization as if he was just thirteen years old and had just won his first merit badge. Elford will become a Life Scout at the next Court of Honor which meets on September 21st. Only ten merit badges are required to become a Life Scout, but Elford has won the following thirteen badges: Woodwork, Carpentry, Leather Craft, Firemanship, Handicraft, Public Health, Electricity, Safety, Swimming, Life Saving, Personal Health, First Aid and

Athletics. He was awarded a medal for Honor Scout for 1932. Elford has climbed very fast but has earned every rung of the ladder. He joined the Scouts in April, 1932.

At the right is Bob Bower, his chum, who has earned the following merit badges: Handicraft, Firemanship, Personal Health, Swimming, Life Saving and Athletics. Bob is the Scout Troop 45 Publicity Manager.

Both boys have qualified as Junior Life Guards and Bob won the special Red Cross medal for completing the mile swim.

Credit Due

Through a regrettable oversight, the very interesting article in last month's Two Bells under this title, failed to be properly credited. The article was written for Two Bells by A. L. Davis, training coach and manager. Mr. Davis went to great pains to give us the historical background of Tug-of-War, and the article was much enjoyed by the readers of Two Bells.

New Curves

The regular maintenance work has kept the Maintenance of Way and Structures Department busy this last month. New curves have been installed at Broadway and Pico Streets. The old waiting station at Eagle Rock and Colorado Boulevards which has been a landmark for so many years, has been removed and new curves installed similar to those in the downtown area.

Standing of Trainmen by Divisions

The Safety and Courtesy standing of motormen, conductors, safety operators and one man car operators of the various Divisions during the month of August, 1933, is as follows:

Division	Loss of Courtesy				Loss of Safety			
	Mot.	Cond.	S.O.	O.M.	Mot.	Cond.	S.O.	O.M.
One	0	0	0	....	8	1	3	....
Three	2	0	....	1	2	1	....	7
Four	0	1	....	0	12	0	....	2
Five	0	1	....	0	6	0	....	1
Totals	2	2	0	1	28	2	3	10

Note: S. O., Safety Operators; O. M., One Man Car Operators.

Among the Supervisors

The chief news of interest this month is the birth of a daughter to Supervisor M. R. Ballard. The name of the little Miss is Margaret Lorraine and she came to town on August 7th. Chief Bill Snyder gave strict orders to raise Supervisors, so Supervisor Ballard is trying to explain why it was a girl instead of a boy.

A. H. Warren, District Chief, is spending his vacation just loafing around home, lying under the shade trees—he says he has some.

Supervisor J. F. Carlin is vacationing at home with trips to the beach.

Supervisor F. J. Whitelock is putting in his two weeks working around home with occasional trips to the beach.

Square and Compass

The next regular event of the Square and Compass Club will be held at Division Three, Avenue 28 and Idell, on Saturday evening, September 16th.

A 7:00 o'clock buffet dinner will be served after which there will be a show and, of course, a short business meeting.

WALTER J. BORN, *Recording Secretary*

Alarming Slump in Witnesses

The average number of witnesses went into an emphatic slump during the month of August. It was the 1933 neap tide for each Division with one very small exception in February when Division One was .02 points lower than the August average.

Comparative figures for the average number of witnesses per accident for July and August are as follows:

July	August
Div. 3.....6.53	Div. 4.....5.20
Div. 4.....6.04	Div. 3.....4.94
Div. 5.....4.99	Div. 5.....4.24
Div. 1.....4.20	Div. 1.....3.83

Accidents increased. Only the months of January and May showed more accidents than the number in August, which had 894. In July there were 817.

The average witnesses per accident for all Divisions in August is also the worst showing for the year with an average of 4.56 in contrast to the July average of 5.47, which was the highest average for 1933.

Troop 45's Finest



First row, left to right: Bugler LeRoy Guilford, Senior Patrol Leader Elford Kline, Junior Assistant Scout Master William Bergen, Scribe Harold Levitz, Bugler Pete Lakatos. Second row, left to right: Junior Assistant Scout Master Julio Reyes, Patrol Leader Oscar Durand, Junior Assistant Scout Master Elmo Bunes, Junior Assistant Scout Master Robert Bower, Civic Service Major Ray Fife and Scout Master's Orderly Alfred Schaffer. Titles are those held at the time the picture was taken at Pacoima Dam.

Scout Doings

On Saturday, August 7th, Scout Troop 45 went on an industrial hike through the Cudahy Meat Packing Company. We saw many very interesting things.

Watermelon being the ideal summer food we had a watermelon feed at South Park on August 11th. After playing a few games we came to the main event—eating. When the melon was given out Sam Seby claimed a gyp because he got such a small piece. The people at the next table offered a large piece of melon to the first one done. Then the other Scouts yelled gyp.

The Scouting Contest is going fine and Mr. Dyson's side is in the lead.

On August 13th the local American Red Cross held their second annual mile swim at Cabrillo Beach. This swim is an outstanding amateur event. To enter this event you must be either a Junior or a Senior Life-guard. Troop 45 was proud to have three of its members entered. These were Jim Kline, Elford Kline and Bob Bower. Unfortunately Jim and Elford did not finish. However, it was no disgrace as the water was very cold and a mile is a long distance.

BOB BOWER, *Publicity Manager*

LYNN WEBER, *Two Bells Reporter*

Night Ball

J. H. McCornack, *M. C. Scribe*

Captain George Oliver is piloting his club through some rough and rugged competition. He had a most exciting game with Inglewood on their new field. A crowd of 500 watched a scoreless tie of seven innings. Then Inglewood made two runs in the first half but our club gathered three in the last half to win the game.

With seven straight wins, Captain George has brought his club through their first season of City Municipal Minor League Ball in second place. With this qualification they have been allowed to enter the Major League competition at Huntington Park and just to show their strength, won the first game, 13 to 4. This competition will really be rough and rugged. All games will be on the Huntington Park High School diamond.

The schedule of games is as follows:

Tuesday, August 29th, 7:30 P. M.

L. A. Railway vs. Sopps Chevy.

Wednesday, September 6th, 7:00 P. M.

L. A. Railway vs. Nite Spot.

Friday, September 15th, 8:00 P. M.

L. A. Railway vs. Tire Warehouse.

Thursday, September 21st, 7:00 P. M.

L. A. Railway vs. South Gate Eagles.

Thursday, September 28th, 7:00 P. M.

L. A. Railway vs. Finleys.

Personals

J. N. Shrader, Chief Court Investigator of the Claim Department, is ill at the California Lutheran Hospital. We all wish him a complete and speedy recovery.

Bill Morgan spent his vacation at his cabin in the Arroyo Seco.

C. B. Lindsey, Superintendent of Automotive Equipment, spent his vacation at Yellowstone National Park and says he had a wonderful trip.

D. C. Shaeffer, of the Purchasing Department, took a trip to the Sequoia National Park for his outing.

Mrs. Bertha Crowley, of the Personnel Department, and her son, spent two weeks at Catalina Island during August.

Carl Hanson, Information Man, took short trips here and there. He said he intended making a visit to the Huntington Library and also expected to make the trip to see if Catalina Island was still there.

Miss Alice Fraser, of the Claim Department, made an aeroplane trip to Chicago to take in the World's Fair.

H. O. Taylor, of the Schedule Department, his wife, a son and a three year old grandson, left Los Angeles on September 1st and are driving to Colorado and Iowa to visit old friends and scenes. They will be gone a month.

Foreman J. A. Madigan, of Division Five, returned on August 28th, having spent his two weeks taking trips to Catalina and San Diego and also sightseeing around our own fair city of Los Angeles.

Miss Dorothy Hanson, of the Personnel Department, went to Yosemite by auto.

John J. Starling, also of the Personnel Department, recently returned from a vacation spent at Catalina.

B. H. Eaton, Engineer of Way and Structures, spent his vacation on his launch "Taminito" in and around the Catalina district.

W. D. Payne, of the Meter-Mileage Department, visited his folks in New Brunswick, Canada, and took in the World's Fair at Chicago on the return trip.

Miss Mae Bass, of the Auditing Department, visited the World's Fair and other eastern points for her vacation.

Chief Dispatcher Bodley spent his vacation in the mountains. Like Henry Ford, he went in "back of the beyond" where a telephone couldn't reach him.

George Link, Chief Clerk Engineering Department, vacationed at Arrowhead, dividing his time between doing some carpenter work on his cabin

and fishing, with now and then time off to eat.

Walter Whitside put in his two weeks at Big Bear trying to persuade the few fish that were left to bite. He reports a good time.

Jack Wilson, of the Engineering offices, wanted a complete change of climate, so went to San Francisco for his vacation.

Leland Dye, Assistant Engineer, passed his two weeks at the beach and has he acquired a coat of tan!

Robert S. Bliss, Welfare Worker, Personnel Department, traveled north on his vacation, visiting Seattle, and as far north as Vancouver.

Ethel Layton, Information Clerk, is back from a vacation spent in San Francisco and she says she had a marvelous time.

Mrs. Eva Yeoman, of Mr. Healy's office at Division Four, spent her vacation in the Hollywood Hospital where she underwent an operation for appendicitis. She is recovering rapidly and her friends will be glad to see her back.

C. L. Hatch, of South Park Shops, "went savage" at Big Bear; fishing, hunting with his camera, and otherwise enjoying the wide open spaces.

Bert Ferris, Elevator Starter, has returned from a wonderful trip to Portland.

Offices Move

On August 18th the Employment Department moved back to its former quarters on the Second Floor of the Administration Building at Division Four, 962 West Twelfth Place.

Chess Club Resumes

Los Angeles Railway Chess Club held its first meeting since the summer vacation on Monday evening, September 11th, at Division Four. There was a good attendance and the Club got away to a fine start.

Commendations

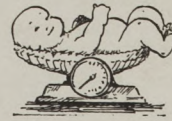
The number of commendations received in August was 50; in July there were 32, a substantial gain of 18 for August.

The number of men commended at each Division in August is as follows: Division One, 14; Division Three, 12; Division Four, 14; Division Five, 16.

Honor Roll

Motorman James Anderson Gillespie, of Division Five, was placed on the Special Roll August 5, 1933.

Mr. Gillespie was employed as a motorman at Division Five on February 5, 1907, and he has been at this same Division for the entire period of his employment with the Company.



BIRTHS

Steve Eurich, of the 16th Street Garage, is all swelled up over his brand new baby girl. She arrived July 22nd. Her name is Dorothy Louise and she weighed seven pounds. There are five generations living in Steve's family now. Congratulations!

* * *

The Stork has blessed H. E. Featherstone, of the Motor Coach Division, with a fine baby boy. Donald Eugene was born August 20th and weighed 7 pounds 10 ounces. Congratulations!

* * *

Another blessed event occurred at the home of Safety Operator C. L. Allen, of Division One. It is another daughter and her name is Dona Dean.

* * *

Motorman J. F. Biddle of Division Four is happy to announce the birth of a baby girl at his home August 2nd. The little lady weighed eight pounds and fourteen ounces and has been named "Willa Mae."

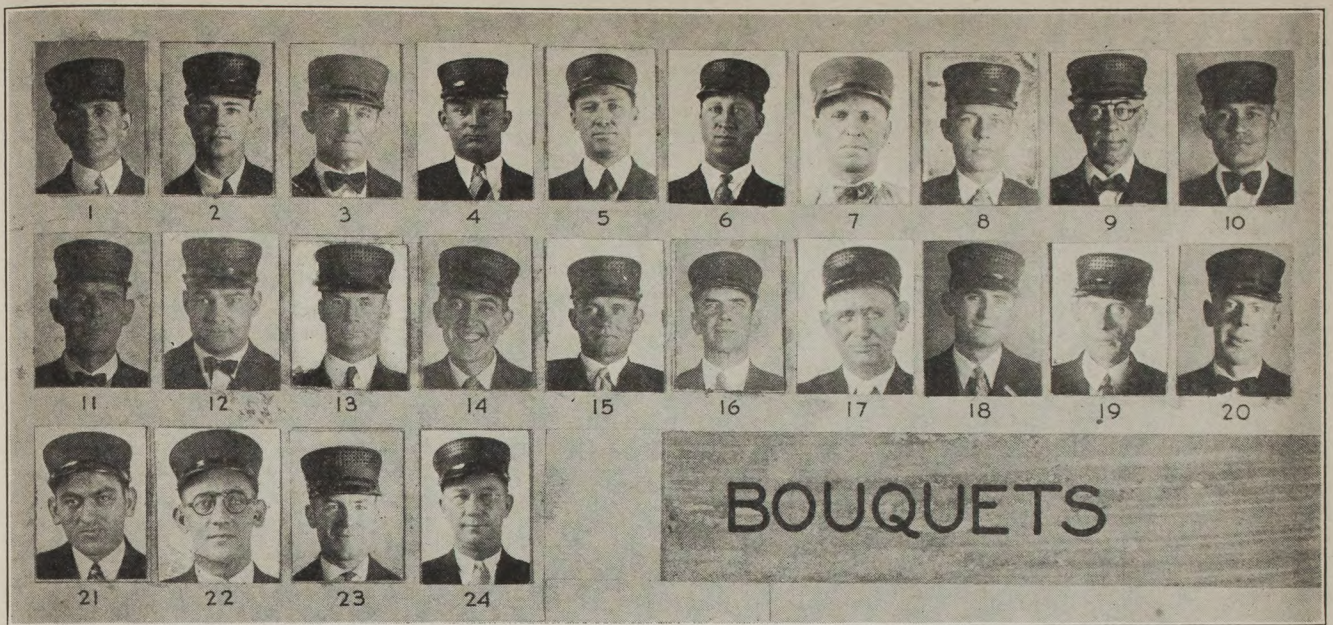
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Congratulations are extended to Conductor Carl Thompson, of Division Five, who, on August 24th, became the proud grandpa of a nine and one-half pound bouncing baby boy. All three, mother, grandson and grandpa are doing fine.

"If you come to a place that you can't get through,
Or over or under, the thing to do,
Is to find a way 'round the impassable wall,
Not say you'll go your way or not at all.
You can't always get to the place you're going,
If you set your sails as the wind is blowing."

—Morris.

Whatever enlarges hope will also exalt courage.—Johnson.



For (1) Conductor J. E. Bohler of Division Three from an evidently satisfied passenger who handed him the following:

Some day you'll be climbing the golden stair,
 And Saint Peter may not know you're there;
 And just as he swings the pearly gate
 You'll gasp: "Ye gods! Am I too late?"
 Fear not; he knows it's a long hard climb,
 And he will remember how many a time
 With your hand on the cord you waited, too,
 As good, kind "cons" so often do,
 And then he'll hold it open wide
 'Till you have safely passed inside.

For (2) Conductor E. W. Park of Division One from Mrs. Hedwig Smith for courteously thanking each passenger when fare was paid; for calling all streets and for his pleasant manner and genial smile which radiated good cheer and created a friendly feeling among the passengers toward the Company.

For (3) Conductor F. C. Buhles of Division Five from G. R. Blarsden for the courteous and efficient manner in which he handled a disputed token situation. The writer said: "He showed himself to be a gentleman, a reader of human nature and a good scout."

For (4) Motorman E. V. Todd of Division Five from Mrs. Grace Smith for kindly and efficiently giving her information about a transfer point and for offering her his stool while he looked up the information.

For (5) Conductor W. G. Brooks of Division Four from Mrs. Theodora Marcone for being kind and explicit in his answers to questions; for calling every street and for helping passengers on and off the car.

For (6) Conductor J. H. Bell of Division One from Mrs. G. R. Wheeler for great courtesy to and fine understanding of his passengers.

For (7) Conductor E. E. Wilke of Division Four from Miss Lillian M. Hartley for thoughtfully and painstakingly outlining routes she could take for enjoyable trips on our lines.

For (8) Conductor A. A. Phillips of Division One from Mrs. Lucy Pearson for courteously hunting her up on the car to let her know when they were nearing her destination.

For (9) Conductor W. H. Snow of Division Four from Elsie Gregg for asking a woman with a young child to share the seat with a frail, elderly woman who was standing up. She says: "He handled the matter in a courteous and judicious manner."

For (10) Conductor O. A. Croxdale of Division Four from H. G. Cain who said he stood where he could observe this conductor's courteous manner. Mr. Cain said: "At least half of the ladies getting on had transfer points to which they were strangers. He directed them in such a manner that it would not confuse them, at the same time tending to his duty in a calm way."

For (11) Conductor C. V. Jones of Division Four from Jennie L. Jones for stopping automobile traffic by holding his car until a passenger could assist an elderly blind man to the curb.

For (12) Conductor C. H. Wherton of Division Three from Mrs. B. Hacker for courteously and kindly lending her car fare when she explained she

had just been held up a block away.

For (13) Motorman E. J. Roche of Division Five from Richard F. Pina for announcing every stop and for courteously giving information to passengers.

For (14) Conductor F. J. Donnelly of Division Five from J. J. Daley who wrote: "His unflinching courtesy to all passengers is certainly to be commended in this modern, selfish age."

For (15) Motorman J. F. Wright of Division Three from Mrs. Lewis who said that this operator held his car, got off and stood in a position to hold traffic back while an elderly woman transferred from his car to another.

Motorman Wright is also commended by Mrs. A. W. Burke for his courtesy in lending her car fare when she forgot her coin purse.

For (16) Conductor G. H. Drinkwater and (28) Motorman H. B. Moormann (no picture), both of Division Five, from Mrs. LaVerne J. Hathaway for being courteous and obliging at all times and for being "always on time with a smile."

For (17) Conductor L. E. Thompson of Division Three from Dr. Regan for being so painstaking in giving him explicit information that it was easy for him to reach his destination.

For (18) Conductor L. Barkley of Division Four from Mrs. R. E. Rogers for letting her ride home when she found she had only a slug instead of a nickel with which to pay her fare.

For (19) Motorman C. H. Kellogg of Division Five from George A. Hawkins

for good service and efficient handling of his car.

For (20) Conductor A. M. Wood of Division Five from R. MacKenzie who greatly appreciated the loan of car fare when he found he had no money with him.

For (21) Conductor M. M. Wallace of Division Three from George H. Filer, a former Coach Division employe. Mr. Filer highly complimented Conductor Wallace for the courteous, good natured manner in which he handled a disputed fare and transfer situation.

For (22) Conductor D. L. Lowen of Division Four and (23) Conductor R. G. Monahan of Division Three, from Kate Jewell Morrow for their perfect service, kindness, patience and willingness to help.

Conductor Monahan is also commended by Mrs. David Macartney for courteously lending her his stool when the car was crowded, and for being kind and helpful to all other passengers.

For (24) Motorman T. Calderwood and (25) Motorman W. L. Formby, (no picture), (26) Motorman Bowlin, (no picture), and (27) Conductor R. C. Timmons, (no picture), all of Division Three, from Mrs. Bessie Stewart who wished to express her appreciation and thanks to these trainmen for coming to her door to notify her that her house was on fire.

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

For (29) Conductor O. S. Patten of Division Four from Mrs. Braunstein for "splendid alertness and care for the lives of others" when he brought his car to a safe, quick stop when a reckless driver drove his machine directly in front of the car.

For (30) Conductor S. M. Alexander of Division Three from Jack G. Kuhrts, son of our former President and General Manager. Mr. Kuhrts wrote: "No doubt the passenger had tried to use a transfer that the operator could not accept and the insults that he received from her were too hot to put on paper. At all times he was a gentleman and handled her with great finesse and, needless to say, collected her fare."

For (31) Conductor P. H. Cross of Division One from B. E. LaTour for exceptional courtesy in escorting a blind white man and a blind negro to the curb with the same deference; also for polite attention to inquiries and for the calling of streets.

For (32) Motorman J. Coward of Division Five from Rollin Enfield for "courtesy and patience when he held the car in the middle of the block to

permit a woman and her small daughter to secure transfers from the conductor and alight from the car.

For (33) Conductor O. A. Reynolds of Division Five from John Deser who said that if this operator owned the car he is driving and wanted to build up a business he could not do a better job than he is doing on his line.

For (34) Conductor S. B. Warren of Division One from Arthur Lewis for guiding and protecting an intoxicated man who was alighting from the car where traffic was heavy. Also for his neat appearance and pleasant, friendly personality.

For (35) Motorman A. R. Phillips of Division Three from Thomas Hanifan, Jr., Los Angeles City Paymaster, who wrote: "In all my thirteen years riding the 'L' Line I never saw a man so courteous and kind to all whom he meets."

For (36) Motorman J. M. Alder and (37) Conductor H. Robertson, both of Division One, from Mrs. Emma Holbeck who wished to express her appreciation to Motorman Alder for stopping his car for her when he saw her hurrying when the signals had been against her. Conductor Robertson is commended for his kindness and assistance in helping her as she boarded the car.

For (38) Motorman L. Z. King of Division Five from Mrs. R. J. Valentine for "the courteous manner in which he conducted himself when an irate passenger berated him for not opening the door when he had no reason to believe the passenger wished to get off."

For (39) Conductor A. R. Sattler of Division One from B. A. Colbert for his kindness in lending him car fare, a courtesy which was greatly appreciated.

For (40) Conductor F. S. Holland of Division Five from Louise Van Camp for his courtesy and kindness in lending her car fare.

For (41) Conductor W. Sambus of Division Four from William E. Baker, a tourist who said he was considerably confused and that Conductor Sambus saw that he alighted at the proper destination.

For (42) Conductor W. B. Mills of Division Five from Mrs. J. G. Brooks for courteously saying "Thank you" when she paid her fare and for assisting an elderly woman from the car.

For (43) Conductor C. D. Sayer of Division Four from Mrs. L. DeWitt who wrote: "It is indeed a pleasure to ride on a car with a conductor as courteous as this man. He had a smile and a pleasant answer for everyone and assisted passengers with large packages and suit cases."

For (44) Conductor G. A. Urbain of Division One from Ellen MacKenzie Dodson for courteously helping her on and off the car and, when her knee gave away as she was walking to the curb, causing her to fall, this conductor jumped off the car and picked her up. Miss Dodson said that a few years ago she was an "awkward, helpless and discouraged lame child whom the conductors helped on and off the cars as she went to the doctor for surgical treatment, and she greatly appreciated their courtesies.

For (45) Motorman T. W. Rasmussen, (46) Conductor D. Collosi, (47) Motorman A. A. Whitaker and (48) Conductor T. W. Crum, all of Division One, from Mrs. Emma Holbeck. Motorman Rasmussen is commended for holding his car when he saw her running for it, and Conductor Collosi for permitting her to stay on the car to the point of her destination when the car was going to the barn. Motorman Whitaker also kindly held his car for her late one night and Conductor Crum courteously assisted her to board the car.

For (49) Motorman H. E. Farmer of Division Four from Rev. Anthony Ronellenfitch for special kindness shown an elderly, helpless passenger on the car.

Journey's End

William Ezra Gillet, Car Repairer of the Mechanical Department of Division Four, passed away August 11th. He was born in Whitecloud, Kansas, and was employed on July 21, 1913, as a repairer for this Company. Mr. Gillet is survived by his wife, three sons and a daughter.

* * *

Joseph Willis Melvin, Car House Foreman of Division Four Mechanical, lost his life in an automobile accident on August 20th. He was born in Jamestown, North Dakota, and was first employed by this Company as a car repairer on March 17, 1906, and later was advanced to Car House Foreman. Mr. Melvin is survived by his wife, a son and a daughter.

Appreciation

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

Mrs. Agnes T. Moriarty
and Lucille.



LARY LAFFS

"Did you hear about the woman who started for the grocery store with three children, but when she returned home she had six?"

"No, how come?"

"The kids ate a lot of green apples and doubled-up!"

Jones had won a great reputation for his solving of riddles, and was challenged by his friend, Smith. Jones was so sure of himself he said he would give Smith \$5 for any riddle he couldn't solve, if Smith in turn would give him \$1 for any riddle he couldn't solve.

Smith accepted, and asked, "What is it that flies through the air, whistles and has 8 legs, but when it lands has only 3?"

After thinking a while, Jones admitted defeat, and handed over \$5.

"Well, what is it?" he asked.

"I don't know," Smith replied. "Here's your dollar."

The Wooden Indian

(The following rhyme was written by an employe of the Motor Coach Division, but he is too modest to allow us to use his name. However, it is clever and will interest readers of Two Bells.—Editor.)

Behold the modern minion,
The Wilshire Wooden Indian;
Where he rides in proud disdain,
Harking to his peers complain;
Calling down the stars,
Where they should change cars;
Lifting up the cripple,
Finding baby's nipple;
Opening, closing doors and windows,
Telling why the West wind blows;
Quoting Scripture, stocks and bonds,
Making change—sometimes blonds;
Cutting transfers, mustard, time,
Trying to make the schedule rhyme;
Giving bells, and bells, and bells;
Explaining why the exhaust smells;
Calling streets, and now and then
Calling people back again;
Telling why there is a fare;
Grabbing athletes by the hair;
Smashing baggage, drunken wags,
And animated shopping bags;
Watching steps, and starts and stops;
"Keeping in" with all the cops;
Packing in the overflow;
Telling "strangers" where to go;
Questioning a point of time;
Looking for the fallen dime;
Keeping off of planted feet;
Hoping for a bite to eat;
Showing off the city map;
Waking grandad from his nap;
Taking pennies from the miser;
Looking for the supervisor;
Dealing hat-checks or receipts;
Pointing out the vacant seats;
And at night, while counting cash,
Thankful that they didn't crash.

Do You Know That--

Buenos Aires boasts more millionaires than New York.

A motion picture film seldom lasts longer than three or four months.

Rainbows have been observed that show no color but red.

If the sun were a hollow ball, it could contain 1,331,000 globes the size of the earth.

In China, a square mile of soil is capable of supporting 4,000 people.

According to the records of colonial Virginia, the crime of absenting oneself from church was punishable by a fine of fifty pounds of tobacco.

The new sleeping cars on the Canadian National Railroad have an attic instead of upper berths, and gently sloping stairways in place of step-ladders. All of which makes lying awake more pleasant.

The average depth of the Pacific Ocean is 12,960 feet; of the Atlantic Ocean, 12,200 feet. The average depth of all the oceans and seas is estimated to be from two to two and one-half miles.

For Rent

Five room furnished duplex; 2 bedrooms. Garage. Water paid. Adults only. Convenient to relief point of platform men at Vernon and Vermont. Price \$32.00. 1018 West 45th Street.



H. N. COLE

During his vacation trip, which he spent in the High Sierras, Conductor J. T. Shelton ate his lunch on top of Mount Whitney, the highest point in the United States. The trip was made partly on horseback and partly on foot, taking three days to complete the trip.

With two alarm clocks on duty, both in good condition, Motorman J. Roberts slept on and on the other Sunday morning. He got three days to invent some other device to awaken him or to buy another supply of clocks.

After being off for two weeks nursing a case of shingles, Safety Operator H. E. Cubberly returned to work just in time to be the victim of a holdup. He said he felt like taking another two weeks off after that experience.

Conductor J. H. Martin seems to be a very happy man these days. After keeping bachelor's hall for seven weeks, his wife returned from Rockfield, Ill., where she had been visiting her daughter. The daughter and her two chil-

"Dearest, couldn't you learn to love me?"

"I might. I learned to eat spinach."

1st Kangaroo: Annabelle, where's the baby?

2nd Kangaroo: My goodness, I've had my pocket picked.

"Papa, are you growing taller all the time?"

"No, my child. Why do you ask?"

"'Cause the top of your head is poking up through your hair."

Professor: "Say, boy, I told you to bring me Washington pie and you brought me chocolate pie."

Walter: "Dat's Washington pie; dat's Booker T. Washington pie."

Policeman (in court): "I'm sorry, Mr. Blurpus, that I arrested you for kissing a woman in the park. I didn't know it was your wife."

Blurpus: "Oh, that's all right. Until you flashed the light into her face I didn't know it either."

Buck Private: "Say, Sarge, I got a bad headache an' I don't feel like workin' a machine gun today."

Sergeant: "That's certainly too bad. You just relax for today and we'll stop the war until you're feeling better."

"I think it's a disgusting state of affairs when one reads of comedians earning more than cabinet ministers!"

"Oh, I dunno. On the whole they're funnier!"

"Why don't they hang horse thieves any more in Crimson Gulch?" asked the salesman.

"There aren't any more," answered Cactus Joe.

"No more thieves?"

"No. No more horses."

He: "Who spilled this mustard on this waffle, dear?"

She: "Oh, John! How could you? This is lemon pie!"

"What game of bridge does your wife play?"

"Judging from the cost I think it must be toll bridge."

Farmer: "How did ye come by that black eye, Jarge?"

Jarge: "Ole cow had a way of flickin' me face wi' her tail, so I tied a brick onto it."

"What is your brother in college?"

"A halfback."

"I mean in his studies."

"Oh. In studies, he's away back."

dren returned with her, and will make their home here.

Conductor C. E. Green has often wondered how it feels to be in a machine while the said machine was rolling down an embankment. Now he knows. He, with three other fellows, experienced the sensation a few days ago. The machine was the only one of the party seriously injured. At this writing, Green has been off duty on account of a bad eye, but the accident had nothing to do with his eye trouble.

Motorman T. N. Harris has returned from a very enjoyable trip, with his wife and child, visiting relatives in Alabama. He returned earlier than he expected because of the distressing conditions to be seen everywhere after leaving California. He was happy to get back into good old California once more.

After his day's work, Motorman J. Williams could not understand why he had used considerably more juice than usual. He checked over his figures time after time and then called his Conductor A. F. Crosby (not Bing) to help him out. Crosby discovered that Williams had subtracted his meter reading from his car number, so everything ended happily.

This same Motorman J. Williams appeared in the limelight a few weeks ago when the blow-torch he was using came too closely in contact with a container of gasoline. Result, Williams was off duty for seven days nursing second degree burns on his hand.

Motorman L. W. Kern and his nephew, C. A. Kern, were called to Kansas on account of the illness of the elder Kern's father. A few days after arriving at their destination, L. W. Kern received a telegram announcing the illness of his wife, so both immediately returned home. When they arrived Mrs. Kern was greatly improved, but Mr. Kern left his father in a very serious condition.

Conductor C. J. Groth has returned from an eighteen day vacation, which he spent basking in the sunshine on the sands of Newport Beach.

Vancouver, Seattle, and other points of interest were visited by Conductor W. R. Elliott who has just returned from a three weeks vacation.

Motorman G. C. Meeker is taking sixty days off to visit relatives in Illinois.

Forty-five days leave of absence was granted Conductor H. I. Pitford to visit relatives in Missouri.

Conductor A. F. Steiner spent four days with his family at Hermosa Beach.

Motorman J. P. Kennealy says his twelve day vacation was a very pleasant one until a hick policeman took him to a hick judge in a little hick town somewhere up north, and fined him three dollars for running a boulevard signal. The day was extremely hot and the judge was dressed like Ghandi and talked like the "Sheriff" of radio fame.

The following men have been granted vacations during the month: Motorman M. D. Anshutz, sixteen days to visit his son at June Lake; Motorman A. A. Johnson, fifteen days to go to Oregon; Conductor G. Frith, twenty-one days and no place to go; Conductor W. T. Kime,

eight days, staying at home; Conductor L. E. Adkins, eighteen days, staying at home and visiting beaches; Safety Operator J. Viellenave, sixteen days, going to the mountains—maybe will catch a fish or two; Motorman G. M. Katzenberger, twenty-two days, resting up; Motorman J. O. Huffman, twenty-eight days, going to Camp Curry; Motorman H. F. Swabby, six weeks, going to Ohio to visit his mother; Conductor P. E. Holt, six days, staying at home; Motorman M. M. Hogan, thirty days, going to New Mexico; Motorman F. F. Long, six days, stayed at home; Conductor H. A. Hanson, twenty days, hunting in Aguanga, California; Motorman P. S. Hale, twelve days, hunting; Conductor E. E. Sanders, two weeks, hunting; Motorman J. C. Deshler, twenty-one days, resting up; Conductor D. W. Nycum, fifteen days; Conductor J. E. Backstrom, ten days; Conductor A. A. Lithgow, twenty-nine days, short trips to beaches; Conductor R. I. Woodson, eight days, staying at home; Motorman H. L. Ihrig, eleven days.

* * *

Married

Wedding bells rang for Conductor C. H. Cummings on August 3, 1933. The happy bride was Miss Opal Mae Scranton.



Division Three

L. VOLNER

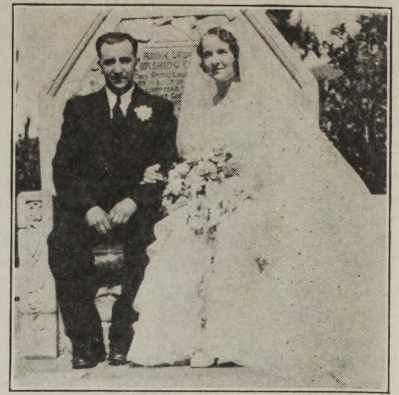
Conductor Jarvis Phillips and wife returned the latter part of August from a trip to various points in the East. Jarvis says he visited his old home town in Kansas during this trip and was greatly surprised at the numerous changes which had taken place since he was a youngster. He says that one of the most pleasant sights was his viewing of several groves of large cottonwood trees which he had planted in various canyons while he was acting as cowboy on his father's ranch. During all the time he toured the East he insists that he never saw anything in the way of a street car system that would equal the property of the Los Angeles Railway.

Foreman Robert Reid and family are back from a two weeks vacation which was spent at Cayucos, California. They report an enjoyable time.

During the latter part of August Operator E. E. Searl and family spent their vacation visiting the many points of interest in Southern California.

Conductor E. C. Molster and wife have returned from an extended auto tour of Eastern cities.

Having worked on the "W" Line for many years, and having made many trips down Sunset and over Main by the Post Office into old Spring Street, Motorman Bill Southers must have been thinking of those old days once more for he started over that old route when he realized that he should go through the tunnel, so there was nothing to do but back up and get on the right track.



Mr. and Mrs. T. G. Cumberford

Conductor T. G. Cumberford and Miss Tommie Kirksey of 434 N. Avenue 54 were united in matrimony at 8:30 a. m. on August 16th. The ceremony was performed in the Wee Kirk O' the Heather at Forest Lawn Memorial Park. Immediately after the ceremony the happy couple departed for an extensive tour of Yosemite and points in Northern California. They are at home to their friends at 2612 Huron Street, Los Angeles.

* * *

Conductor C. H. Wheaton has returned from an auto trip to Massachusetts. The return trip was made in seven days and with only one puncture.

Motorman Bill Millican proved himself quite a hero. As he was waiting for a car to start to work a man in an auto was trying to kidnap a little girl. When the girl began to scream and attracted the attention of several people, the man ran, but Mr. Millican proved too speedy for him and captured the "gentleman," turning him over to others, as he had to catch a car at once in order to avoid a missout.

After being off duty for some time on account of sickness, Conductor Jack Liles has returned to work.

After a ten day vacation which was spent in and around Seven Oaks and Barton Flats, Harry Trabue has resumed his duties. Mr. Trabue was accompanied on this trip by his son, the son's wife, and an uncle. A nice bunch of fish was caught, and the outing was a continued round of pleasure, as they were viewing the magnificent scenery of that section.

Division Three has a motorman who, since he has lost his mustache, would make a good double for Mussolini. Have you seen L. Rosa lately?

A postcard from Conductor H. L. Lingo from Lima, Ohio, says that he and his family are having a wonderful time. They visited the Chicago Fair while en route and will soon begin their return trip to Los Angeles.

Motorman G. H. Bedbury and family have returned from a very interesting trip to the Chicago World's Fair, and when returning they visited the wonders of Yellowstone Park.

For the next thirty days, Motorman

E. M. "Chief" Meyers will visit relatives in Illinois.

Operator M. L. Moore and family spent several days during the past month visiting relatives near Petaluma, California.

Conductor L. H. Walton and family enjoyed several days vacation at their cabin, which is located at Wrightwood in the San Bernardino Mountains.

Operator H. W. Bruner and wife are visiting in the vicinity of San Francisco for the next several weeks.

We print the following bouquet to one of our operators which appeared in the Los Angeles Record of August 17, 1933. The motorman spoken of is H. J. Vail, No. 1923:

7 a. m. on a "B" car headed toward town, hoping we make the office before the boss gets there . . . the motorman, a great, big husky guy, with a square jaw and a chin that jutted straight out . . . if it hadn't been for that he would have been a good chance for heavyweight honors . . . he gets the "go" signal at Brooklyn and Evergreen . . . just as he gets half-way round the bend out walks a little white kitten . . . right out into the devil strip, slowly, sedately, picking every spot to set its next foot forward . . . did that motorman swear and clang his gong? . . . he did not . . . he brought the car to a quick stop . . . master or miss kitten came right along . . . right under the "cow-catcher" and Mr. Motorman calmly got out, reached under and carried kitten to the curb . . . my hat off to Mr. Motorman No. 1923 . . . he'll probably never get any medals but he's got a good chance to meet Saint Peter.



Division Four

C. J. KNITTLE

If little Virginia Clark, daughter of Conductor Charlie Clark, is asked to write a composition on the most amusing incident of her vacation, when she returns to school, it will probably be an account of a very interesting experience at Catalina.

Virginia, her mother and a girl companion, spent a few days at the Island resort recently and while hiking around the beautiful hills, the two girls wandered into the estate of the nationally famous author, Zane Grey.

"Is this Mr. Grey's home?" asked Virginia of a gentleman, presumably a caretaker.

"Yes," replied the man, pleasantly.

"Is Uncle Zane at home now?" asked the other girl.

"Yes," answered the man. "Would you like to speak to him?"

"Oh, no. He don't know us," remarked Virginia, adding, "but it must be beautiful inside."

"I would be glad to take you through," said the gentle-voiced man. "Just come this way."

For fully twenty minutes the girls were enthralled with the simple grandeur of the beloved writer's home. Finally they emerged and sauntered reluctantly to the gateway.

"It was a pleasure to take you through," remarked the gentleman. "Will you come back again some time?"

"Surely," replied Virginia, "I'm sorry we didn't get to see Uncle Zane. Didn't you say he was home?"

"Yes," answered the man, smiling tenderly as he clasped their hands, "I am Zane Grey."

We hoped to print in Two Bells the pictures of Division Four's champ fishermen, with the visible evidence of their catch, but the pictures did not come out clear enough to make cuts from them. One picture shows that the big ones don't get away from Safety Operator Nelson, Conductor W. H. Snow and Motorman M. P. Knepper, a trio of Division Four's well known anglers; they are holding two samples of a massive catch recently made off the Coronado Islands.

The other picture presents Conductor R. E. Carroll, who recently spent two weeks at San Onofre. The string of fish he holds gives us a vivid idea of what can be done in a few hours of surf fishing at that beach.

Motorman B. Briggs started the August vacations on the first of the month, taking six days off to rest up.

On August 2nd, Motorman J. M. Bothwell received word his father had passed away at the family home in Kansas. Bothwell was granted fifteen days leave and left immediately for home.

When H. Bruggerman returned from a brief vacation recently, he found his home had been robbed. Incidentally the loss was not great, about fifteen dollars in cash.

Conductor B. Still was given a three weeks leave August 3rd to visit a brother in Texas who was very ill.

Foreman B. B. Boyd left on his regular two weeks vacation August 5th.

Mr. Boyd should have been detained for a day to officiate at the Line shake-up on the high, dry and dusty Line "I," a startling event which also took place August 5th.

Conductor E. E. Ford was granted eighteen days leave August 8th to rest up.

Mrs. Esther Pearce, Division Stenographer, was away on her regular two weeks vacation at the time of this writing.

Twelve trainmen were employed August 21st to bring the Division personnel up to the necessary quota.

The "back-to-the-land" movement has apparently been keenly felt by a number of Division Four trainmen. Several of them own small ranches, short distances from Los Angeles. A number of others are buying ranches. Conductor C. V. Jones, however, does not like that

long drawn out system of going into it. While visiting in Merced County recently, Jones found an attractive ten acre ranch near the Merced River for sale. Mrs. Jones agreed it was a remarkable offer. The ranch was purchased and also a good cow. Jones returned to the Division, worked a quit notice, bought a good Chevrolet truck and went "back-to-the-land." But the Joneses are experienced farm folks. They're bound to make a go of it.

Motorman J. M. Click was granted twenty-five days leave August 12th to visit in Oregon and Washington.

Conductor J. K. Waner was allowed seven days off August 12th to go fishin'.

Motorman I. J. Madsen was given ten days off August 12th to absorb the sunshine at the beaches.

Motorman Joe Gascon was granted two weeks leave August 12th to make a trip to Yosemite and San Francisco.

The height of something or other: A southbound "5" or "6" car stalling in the intersection at Tenth and Broadway to permit a northbound "5" or "6" car to take the right of way from a northbound "9," "10," "P" or "W" car which, in many cases, is more entitled to take the lead.

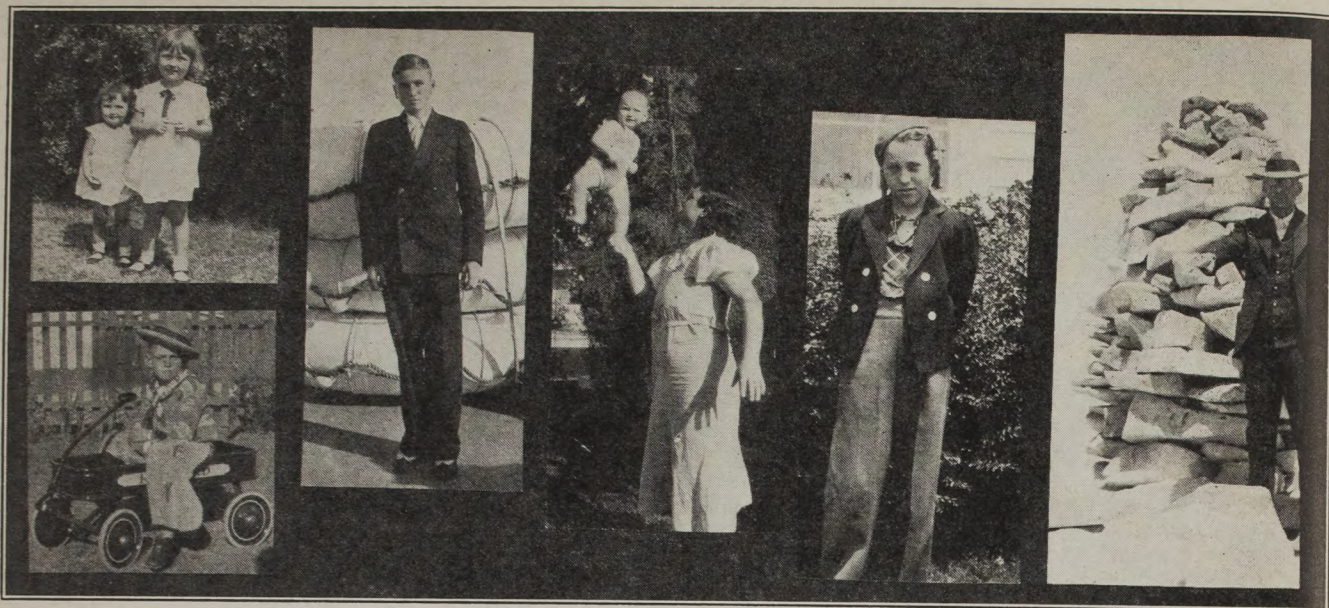
Motorman F. E. Striebel has been granted thirty days leave and is driving his new Chevy to Chicago and Minneapolis where he will visit relatives.

Conductor F. Jewett suffered the misfortune of being held up when he halted his auto at a boulevard stop at Beverly and Alvarado on August 13th. The bandit, brandishing a sawed-off shotgun, ordered Jewett out of the machine. Jewett climbed out and the bandit, taking his place at the wheel, drove away but not before the exasperated Jewett had landed a smashing left to the bandit's face.

Frank L. Ervin, Night Switchman, is taking a thirty day vacation this season. Understand Frank is driving to Kansas and Missouri to visit relatives.

The latest thing in boners occurred August 13th when Conductor G. E. Kinnison bought two rolls of tokens from the Division Clerk. Conductor C. O. Graham was standing nearby, in fact, so near that Kinnison threw the tokens in Graham's pocket instead of his own. A few minutes later Graham discovered the two rolls and promptly turned them over to the clerk. At the same time Kinnison, hot and excited, came dashing into the trainmen's room to report his loss. 'Nuf sed.

Motorman Homer V. Cage strolled in August 18th and tipped his cap very courteously that we might note he had had his head shaved. Cage has three fairly good reasons for this. First, Mrs. Cage had been wondering what Homer would look like when he gets up in years. Second, some of their chickens ought to be killed and one look at that bald dome is enough to finish anything. Third, the San Francisco barbers intend to raise the price of haircuts to sixty-five cents. If the barbers here do the same, Cage is all set. Says he'll get a pair of drug store clippers and Mrs. Cage can continue clipping him bald.



Top left: Two little darlings. It's Barbara Louise, twenty-two months old and her sister, Betty Mae, age four. These little ladies are the children of Motorman C. B. Hunter of Division Four. Lower left: Cowpuncher Bobby Rankin, son of Dorothea Rankin, Time Keeper at 16th Street Garage, who lives out in South Gate where men are men.

Second left: Motorman O. E. Reed of Division Four introduces with pride his sixteen year old son, Roy, who recently arrived to make Los Angeles his home. Who wouldn't be proud to have a clean cut boy like Roy?

Center: "Look out, little lady! You'll fall!" It's Loretta Kay Duncan, friends, in a very special pose for Two Bells' readers. Baby Loretta is the daughter of Conductor and Operator A. R. Duncan of Division Four. The older girl (you may have surmised) is Mrs. Duncan. Loretta is only eleven months old and if you'll just give that pose another once-over, you'll exclaim (as we did), "Remarkable!"

Second from right: Donna Lee Adams. Donna Lee may have been in a pensive mood when this picture was taken. She is a versatile young lady, a talented violinist, a dancer and has a remarkable voice. Donna Lee is ten years of age and is the daughter of Conductor D. L. Adams of Division Four.

Right: Conductor Jesse T. Shelton of Division One, standing on top of the world, or rather the highest point in the U. S. A., Mt. Whitney. He is pointing at the receptacle containing the register on which his name is written. He is away up in the world, 14,496 feet above sea level.



Division Five

FRED MASON

Following the publication of their picture in the last issue of Two Bells our Ball Team stepped right out and defeated the Lennox Ball Club to the tune of ten runs to eight in a ten inning game. The next game, which was with Lenhart's Lions, they won by the score of twelve to seven. The Lions, however, are still one game to the good. So far our casualties have been very slight: our Captain and First Baseman, E. L. Seale, hurt his wrist, and Third Baseman C. L. Lindop stopped one with his ear.

Conductor Johnnie Turvey is back on the job after a short vacation spent somewhere in the Imperial Valley. Despite a little tough luck he had a wonderful time. His tough luck consisted of dropping his watch and breaking it; his dog breaking his leg; and, upon arriving home, he dropped a mirror and made several little ones. "Outside of that," he said, "everything was hunky-dory."

Conductor H. L. Raines is confined in the Queen of the Angels Hospital, follow-

ing an operation, and is getting along as well as can be expected. We all join in wishing him a speedy recovery.

To visit the folks at Detroit, Michigan, Motorman H. G. Rolph will be off for forty days.

Motorman Bill Kenney, who used to take a yearly trip to Detroit, Michigan, switched to Florence, Oregon, where he will visit with an uncle who has a ranch there.

Motorman L. E. Sausser will be off for twenty-six days and will visit friends and relatives at Seattle, Washington.

Conductor Bert Koerner is back on the job after a very pleasant vacation in Santa Barbara.

Conductor Sam Thomason will be off for thirty days and is vacationing at his home in Warren, Arkansas.

After thirty days vacationing at home, Motorman Emil Watson is back on the job looking hale and hearty. Emil spent most of his time fixing up his lawn and shrubbery and he now has the finest croquet lawn in town.

Our Foreman, Jim Madigan, spent a very good two weeks vacation entertaining some old friends from his old home town, New York City.

Taking his first vacation in ten years Conductor Tommy Leech and family headed for Oklahoma City, Oklahoma, and will be gone for forty days.

Motorman E. W. Davis is back on the job after a very nice three weeks vacation at Portland, Oregon.

The largest catch of fish reported for last month was that of Motorman Ben Tiemeyer. After six hours on the barge, and just before the last shore boat arrived, he hauled in just one mackerel. Better luck next time, Ben.

Motorman Jack Nusko now carries a spare collar and tie in his car. He started that fad since Conductor Bert Koerner came to work without his shirt.

Conductor C. L. Walinder, who underwent an operation at the California Hospital recently, is getting along fine and we all hope to see him back on the job soon.

All the boys of Division Five join in expressing their heartfelt sympathy to Conductor W. M. Briggs whose wife passed away on August 23rd, and to Motorman J. E. Croff whose father died on August 25th, 1933.

Oh, trouble's a ton,

Or a trouble's an ounce,

Or a trouble is what you make it,
And it isn't the fact that you're hurt
that counts,

But only how did you take it!

—Edmund Vance Cooke.



Shops

JACK BAILEY

L. Griffiths, Electrical Clerk, is recuperating from a minor operation. We wish him a speedy recovery.

T. J. O'Connell, of the Winding Room, and family, enjoyed a motor trip to San Francisco on their vacation.

W. Jones, of the Winding Room, was just one of the few thousand who went deer hunting the first of the season. Jones suggests taking an Austin on his next trip to relieve parking congestion.

Jimmy Hale, Progress Clerk, also visited a deer hunter's convention, held in the Santa Monica Range. Due to such a large crowd, all were not able to join in the many games on the program. "Hide and seek" was the chief pastime until the crowds became so numerous that they had to hide two in a place—queer people, these deer hunters!

Harry Longway, Truck Shop Foreman, enjoyed the last two weeks in August on his vacation. Some of the boys report seeing him up on Hill Street wearing a red necktie.

Sid Ormston, of the Truck Shop, vacationed at Yosemite as chauffeur for the wife, and his mother and father.

Truckman Bill Thun was granted two weeks leave of absence to join his buddies at the Spanish American War Veterans Convention held in Pasadena. He also had a fling at fishing at Huntington Beach.

G. McMillan, of the Truck Repair Shop, to our great surprise and with our apologies, stated that his name had not as yet ever appeared in Two Bells. We take this opportunity to say that George is a very good Scotchman or a darn good fibber. He states he caught three gunny sacks full of fish and gave them all away.

R. Perillard is back with the Mill force again after being rescued from Harry Longway's Truck Shop fire fighters. When we say fire fighters we don't mean fire fighters, because when our Fire Chief W. Aldrich wishes to have a street car rolled over or a pile of lumber cleaned up he turns on the fire alarm and gets the boys on location P.D.Q., much to the discomfort of Sid Ormston who has a stiff neck. Smart boy, this fellow Aldrich.

Carpenter A. Pringer fulfilled his NRA pledge when he signed on two new members in his family, a daughter-in-law and a son-in-law. We offer our congratulations to the happy couples and our sympathy to August.

Carpenter Ray Ernst has returned from a ten day leave of absence. Ten days sounds like a jail sentence but it was only a vacation to Ray.

O. A. Kieffer and C. S. DeBaum were the Store vacationists during August.

Billy Manigault, of the Paint Department, vacationed at Lake Elsinore and vicinity.

G. Alimonti suffered a severe cut on his left thumb, and a few weeks off, while operating the shaper last month. He will soon be back on the job just as good as new. Carpenter R. Perillard is pinch hitting for him in the Mill.

A. L. Davis of the Machine Shop, has returned from a short vacation.

F. A. Frazier, Machinist Clerk, spent the last week in August vacationing at Catalina.

Word has been received from Art Clinton, of the Machine Shop, who has been confined to the Olive View Sanitarium for the last sixteen months. He reports he is up on his feet again and says he would like to have some of his Shop friends come up some time.

G. Mawby, of "C" Inspection, spent his vacation in and around San Diego.

R. S. Wilson, of "C" Inspection, is breaking in a brand new set of masticating organs and is taking on everything from soup to nuts. Soup for him and nuts to you.

We wish to express our sympathy to J. Sottile, of "C" Inspection, upon the death of his sister-in-law.

We wish for a speedy recovery of Mrs. H. E. Furrer, wife of Herman Furrer, of "C" Inspection, who is recuperating from a minor operation.



Motor Coach Division

J. H. McCORNACK

Superintendent C. O. Morse and family, with a trailer load of eats and camping equipment, are vacationing among the big trees of the Big Basin District. They also intend to spend a few days visiting with Mr. Morse's brother at Turlock.

D. Garner, A. B. Rohrbeck and J. H. McDowell have had their groceries bought for a month ready for a deer hunt planned for the 14th.

Foreman H. C. Lehnhart and J. L. Cahill organized a charter party of seven-teen who had very good luck fishing at Horseshoe Kelp.

T. Williams suffered a sprained ankle the 13th. He has been in for a visit and showed us his new crutches.

The Cook brothers, J. W. and M. W., have been away on a leave of absence of fifteen days.

George Goehler left the 1st for a vacation and rest from Stinky Davis. He is going to Yosemite and the Bay region. If time permits he will visit and give a chess exhibition at Eureka.

R. H. Groves has been operated on for appendicitis at the California Hospital. Last reports are that he is gaining rapidly.

When R. W. Long gets a heavy load of excess baggage he has a hard time making the turn at Ford Avenue.

The Blonde Bandit descended upon R. W. Acres. She rode a block and at the point of an automatic relieved him of his currency and changer.

L. G. Hobbs put some dents in his new Ford 8 by turning it over. Someone remarked that he thought he was in a coach on Wilshire but he insists that his wife was driving.

C. W. Gregory's accordion player has gone back to the Chicago Fair.

H. D. Lester has built a racing car and is going to put it in the money out at Ascot.

J. Gray had a lady and daughter as passengers. The mother wanted off at 8th and Olive and amused his load by calling to Rosie who was on the upper deck but Rosie wanted her money's worth and rode to 5th and Hill.

There is a call for a new supply of witness cards to keep up on the changeable address of Fat Betty.

* * *

Wedding

F. E. Holden, of the Motor Coach Division, was married July 29th to Miss Opal Gropps at Alvin, Wyoming. The happy couple have returned from a honeymoon trip through Nebraska, Colorado, Nevada and Arizona. Congratulations and many thanks for the cigars.

* * *

GARAGE

Superintendent C. B. Lindsey and family, with relatives and friends, formed a two car caravan and made a three thousand mile vacation trip this year. The major points of interest were Zion Canyon, Salt Lake City, Jackson Lake, Yellowstone Park and they returned by way of San Francisco and the Bay District.

Chief Clerk F. O. Rowbottom and family have returned from a splendid vacation in Yosemite. Mr. Rowbottom made all the side trips and really saw and enjoyed the Valley.

George Riggs is dispatching on the Third Shift. His arm is still in a cast on which there is a prize collection of pictures and names, but his doctor seems well pleased with it.

Paul Wood took in a dance at the Rainbow Gardens a week ago Friday evening and the place was closed the next two days for repairs.

George Oliver is so interested in changing springs that Foreman Anderson just had to let him help. Walt Powell, Scotty and George are on the chain gang now. Bill Baker says that Ed Sullivan is trying to get on, because of a guilty conscience.

Omar Ross Deam was found vacationing in Yosemite.

E. Cobb has been selected manager of the wash rack team because of his marvelous head work.

Dick Starling has received an appointment with the City Fire Department, and is stationed at Aliso and San Pedro Streets.

Dean Ovard didn't think four or five

gallons of ice water would make him sick. He thinks differently now.

John Keller is asking "Shanty" Baker why all the Whites are in the Garage, while all the Twins are out.

R. W. Taylor and family drove to Flemington, Mo., to visit his father and mother. They went by the southern route through El Paso and returned through Kansas on Highway 66. In spite of breaking an axle at Globe, and having to send back to Phoenix for a new one, he reports a splendid trip.

After months of hard labor, Mr. Crocker has succeeded in building a very elaborate camping body on his Ford; so elaborate that it lifts the front wheels off the road. If he can decide where to put it, he is going to mount a few hundred pounds of lead on the front end. It has been suggested that he sit on the hood while driving.

* * *

Married

The cause of those fine long cigars in the window of the Dispatcher's office was the marriage of N. B. Leiser of the 16th Street Garage to Miss Amy Russo of this city. The happy couple made a flying trip to Yuma where they called on the Justice of the Peace. They are at home now to their many friends at 1243 E. 87th Place. Congratulations and many thanks for the smokes.

* * *

Jack Stanfill bought the best used car in town for \$195—a real bargain. To date he has put \$200 worth of parts in it and has been offered \$165 for it.

Ace Penny is not going to pay 25 cents apiece for his tires any more. He says he just can't get the mileage.

Found, the man with the biggest heart in town; on the hottest day of the year, H. Hinze gave away a case of beer.

Bob Lingford heard that Dean Ovard's car had a broken crank shaft so he backed into it and bent the wheels out of line and rolled up a fender. Guess he didn't think Dean was going to use it any more.

Dorothea Rankin is operating the switchboard while Dema Anderson is playing the lady and vacationing at Green Valley Lake.



F. F. ROBEY

DIVISION ONE

G. A. Waggoner, Foreman, spent his vacation touring to points of interest, in his newly acquired Model A Ford, and came back looking fine.

T. W. Lambert is also back from his vacation which was spent around Bishop and Mammoth Lakes. He made the trip in his new Plymouth and says it is a dandy car.

J. L. Sherrill and wife are spending two weeks at their avocado ranch at Vista, Calif. Step right up, boys, and

be ready for your avocados.

J. Bradley returned to work feeling fine after having had two weeks rest at a friend's ranch near Paso Robles.

E. M. Angel spent part of his vacation at Catalina and the remainder of it at home resting.

H. W. Shenton traded his Essex in on a Hudson sedan.

DIVISION TWO

Watchman L. H. Scudder says the NRA has increased his work already. He says where all the men come from and how they can ask questions, is more than he can figure out.

Several of the boys are planning on a hunting trip over Labor Day.

Wilbur Welsh thinks his car would be just like new if it had a sedan body on it.

We are all proud of our new American citizen, Charlie Shelford, who became such on the 25th of August. More power to you, Chas.!

DIVISION THREE

E. C. Muse returned from his vacation looking swell, but minus any good fish stories.

J. A. Scothorn has resigned to enter another line of work. So long, Jim, and good luck.

Al Hamburg and P. Haywood went to San Diego fishing and, boy! the stories they tell!

* * *

Married

W. Cook was married on the 18th. The cigars were fine and the best of luck to you.

* * *

DIVISION FOUR

J. W. Melvin, Foreman, was killed in an auto accident, while making a trip to his old home in Washington. The rest of his family were injured, the wife and daughter receiving broken bones and the son bruises. Funeral services were held at W. A. Brown's Undertaking Parlors, at 1815 South Flower Street, Saturday, August 26th at 3 p. m. We all want to extend our sympathy to the members of the bereaved family.

E. F. Newhard and wife left for a twelve day trip to Oregon to visit old friends.

J. J. Inman and family spent twelve days in Yosemite Valley and Tuolumne Meadows. Had a wonderful time climbing mountains and fishing.

Tom Watts and wife made a two weeks trip to Grants Pass, Oregon, and other places of interest. Had a very good time.

We all extend our sympathy to the family of W. E. Gillet, who died in the California Hospital, August 11th. He was buried in Inglewood Cemetery. Mr. Gillet had been with the Railway Company for twenty years.

DIVISION FIVE

Geo. Sundeen and his brother-in-law took a trip to Blue Lake and "Red" Fulton went with them. After unfolding

the canvas boat to cross the lake, "Red" wouldn't take a chance on its safety so he walked around the lake. Well, anyway, thanks for the trout, George, we enjoyed them.

H. Creager, our sheik car cleaner, is on his vacation, but he wouldn't tell us where he was going.

Frank Bruner enjoyed his vacation at Stockton and he said it was plenty warm up there.

R. W. James motored back to Kansas City for his vacation.

Division Five night men are forming a ball team and are thinking of taking on some of the big leagues.



H. I. SCHAUBERT

"Mac" Cavanaugh held a one man economy run on his vacation tour along the Redwood Highway, averaging nearly twenty-one miles to the gallon. He stayed in auto camps. His only misfortune on the entire trip was a flat tire.

George Jamison spent his vacation on Saddlebag Mountain near Tioga Pass. He met, and formed a lasting friendship, with a couple of old prospectors who showed him some real fishing in the less frequented streams of that region.

Babe Gravino laid off for a week last month to take a trip to San Francisco.

Walter Capps made vacation relief for Charlie Kincaid last month, in order that Charlie could cut his lawn and get acquainted with his neighbors.

Pat Jinks cherishes no fond memories of his vacation this year. He spent it in a dentist's chair.

Frank South is laying off this month to take his wife, who is ill, back to her old home in Wisconsin.

Charlie Plume occupied his time on vacation watching his new electric refrigerator work.

Jim Sperry paid a visit to the Yard the other day. He looks well and would like to be remembered to all his old friends.

Charlie Shelton has left for parts unknown on a hunting trip. He has a new rifle and shotgun to try out. There will probably be a heavy fatality among the tin cans.

B. H. Eaton spent his vacation at Catalina aboard his launch, the Taminito.

After two weeks of solitude spent at his cabin in the Arroyo Seco, Bill Morgan returned to town with a fair example of a modern moustache.

When Caryl Thompson goes fishing he really catches fish. His camping trip to Robinson Creek, near Bridgeport, proved very enjoyable. He claims to have had fish to give away every day. Either a darn good fisherman—or else.

Sam Sommers is on a trip to Pennsylvania to visit his sister, who is ill.

Employees of the Way and Structures Department extend their heartfelt sympathy to Santiago Contreras, Oiler, whose wife passed away on August 10th.



Published Monthly by and for Employees of the Los Angeles Railway

EXTRA

September 27, 1933

EXTRA



Executive Order
Code of
FAIR COMPETITION
for the



TRANSIT INDUSTRY

An application having been duly made, pursuant to and in full compliance with the provisions of Title I of the National Industrial Recovery Act, approved June 16, 1933, for my approval of a Code of Fair Competition for the Transit Industry, and hearings having been held thereon and the Administrator having rendered his report containing an analysis of the said Code of Fair Competition together with his recommendations and findings with respect thereto, and the Administrator having found that the said Code of Fair Competition complies in all respects with the pertinent provisions of Title I of said Act and that the requirements of clauses (1) and (2) of Subsection (a) of Section 3 of the said Act have been met.

NOW, THEREFOR, I, Franklin D. Roosevelt, President of the United States, pursuant to the authority vested in me by Title I of the National Industrial Recovery Act, approved June 16, 1933, and otherwise, do adopt the findings and approve the report and recommendations of the Administrator and do order that the said Code of Fair Competition be and it is hereby approved, subject to the following conditions:

(1) In approving the Code of Fair Competition for the Transit Industry, it is to be under-

stood that paragraph 2 of Article VII, refers to all labor agreements arrived at by collective bargaining and that as to the language of this paragraph, the approval shall be construed to mean that existing labor contracts between members of the industry and employees may be continued in effect to their various expiration dates, unless modified by mutual agreement, but are not incorporated as a part of the Code. Where the provisions of any such expiring contracts include extensions or renewals thereof by arbitration or otherwise, such provisions may have the same force and effect as other provisions of such contracts, but in the process of extension or renewal of any such contracts, as provided by their terms and conditions, no working hours shall be set up which are in excess of the maximum allowed in this Code, and the minimum wage provisions shall not be less than those provided in this Code.

(2) The American Transit Association shall as soon as possible after the effective date of this Code amend its Constitution and By-laws wherever it may be necessary so that in the judgment of the Administrator there will be no inequitable restrictions imposed on membership in the Association.

Approval Recommended:
(Signed) HUGH S. JOHNSON,
Administrator.

(Signed) FRANKLIN D. ROOSEVELT.

The White House,
September 18, 1933.



Code of Fair Competition for the TRANSIT INDUSTRY



ARTICLE I

PURPOSES

To effectuate the policies of Title I of the National Industrial Recovery Act, the following provisions are submitted by the American Transit Association on behalf of and for the Transit Industry, and upon approval by the President shall be the standard of fair competition for this Industry.

To the end that the Transit Industry may do its part in national economic recovery and carry out the purposes set forth above, the proponents of this Code represent that it is necessary that this Code reflect some of the fundamental natural differences between this Industry and production and distribution industries, which are as follows:

1. The Transit Industry generally is unable to pass on to the consumer increased costs resulting from its effort to carry out the purposes of the National Industrial Recovery Act, because (a) its rates are controlled by state regulatory authority or municipal franchise and (b) even if increased fares were permitted, they are now, with few exceptions, at the upper economic limit and further increases would not produce increased revenue.

2. Wage rates of transit labor has been reduced less than in most other industries, having been decreased an average of less than 10 per cent from the peak levels of 1929-1930. Freedom from seasonal fluctuation in employment sustains annual employee earnings, and voluntary spreading of work has kept unemployment to a minimum.

3. The operating units within this Industry in general are not in competition with each other, and when such competition exists it is, with very few exceptions, subject to full regulation by state authority or municipal franchise. But though regulated as to competition within the Industry, mass transportation is subject to keen competition from automobiles operating for hire as taxicabs, service cars, or on a share-expense basis with little or no control by public regulatory bodies.

ARTICLE II

DEFINITIONS

(A) The term "Transit Industry," as used herein, shall mean, and include:

1. Electric railways and trolley bus lines transporting passengers by electric car or trolley bus; provided that electric railways engaged in both intrastate and interstate commerce may operate either the intrastate or interstate portions of their business, or both, under this Code unless prevented by Federal law.

2. Automotive buses transporting passengers solely within state lines, except when engaged in interstate commerce.

3. Automotive buses transporting passengers

in interstate commerce or in both intrastate and interstate commerce where such operations are conducted entirely within a single metropolitan area or within a group of municipalities when the transportation service is essentially urban or suburban in character.

4. The performance of all service and the transaction of all business incident to the operation of the foregoing facilities.

(a) No new bus route or bus line or extensions to existing bus routes or lines shall be established in interstate commerce without also complying with the licensing and rate provisions of any Code of Fair Competition adopted for the Motor Bus Industry relating thereto;

(b) The agency set up by the provisions of Article VI, A-4 hereof, shall have jurisdiction to hear and finally decide all disputes in regard to a specific route or line being or not being engaged in interstate commerce beyond the limitations provided for in paragraph 3 of this Article.

(B) The term "employee," as used herein, includes any person engaged in any phase of the Transit Industry irrespective of the method of payment of his compensation or of the nature of his interest otherwise, in said Industry.

(C) The term "person," as used herein, includes, but shall not be limited to, natural persons, trusts, trustees, receivers, trustees in bankruptcy, partnerships, associations, private corporations and municipal corporations and other governmental agencies to the full extent permitted by law.

(D) The term "member of the Industry," as used herein, includes all employers of the aforesaid employees and any person operating a vehicle in the Transit Industry on his own behalf, irrespective of whether he be an employer.

(E) The term "effective date," as used herein, means the fourteenth day after this Code shall have been approved by the President of the United States.

(F) Population for the purposes of this Code shall be determined by reference to the 1930 Federal Census.

ARTICLE III

MAXIMUM WORKING HOURS

On and after the effective date the following employees in the Transit Industry shall not work or be permitted to work in excess of the following hours in any one week except as hereinafter set forth, or as otherwise provided in existing labor agreements:

A. General office employees....40 hours per week

B. General shop employees....44 hours per week

C. Carhouse and garage service employees, maintenance, track, line,

LOS ANGELES RAILWAY CORPORATION

General Manager's Bulletin No. 20

September 27, 1933

TO EMPLOYEES:

The Code governing the Transit Industry, as established by the National Recovery Administration, has been signed by the President of the United States and the Los Angeles Railway will comply with the provisions of the Code as rapidly as the changes required in hours can be put in effect. These changes should be in effect for all departments by October 1st, 1933, except the train and coach service, which will require more time as schedules will have to be worked up and new men hired and trained.

The following are the maximum hours allowed by the Code:

"ARTICLE III

"MAXIMUM WORKING HOURS

"On and after the effective date the following employees in the Transit Industry shall not work or be permitted to work in excess of the following hours in any one week except as hereinafter set forth, or as otherwise provided in existing labor agreements:

- "A. General office employees.....40 hours per week
- "B. General shop employees.....44 hours per week
- "C. Carhouse and garage service employees, maintenance, track, line, power house and sub-stations department employees48 hours per week
- "D. Trainmen, bus operators, ticket agents and related groups48 hours per week with an allowance not to exceed 6 hours per week, as hereinafter set forth.

"The Transit Industry recognizes the desirability of an 8-hour day and 48-hour week, but many of the companies cannot now ask their men to accept the reduction in their wages resulting from such a reduction in hours and it is impossible for the Industry to assume the burden of an increase in the hourly rates of pay to offset such reduction. The Industry is required to provide practically continuous service and a greater part of it for an 18-hour period or more each day; its vehicles must be dispatched from carhouses or garages singly, and not in groups leaving at the same instant, and their return is made in a similarly irregular fashion according to the varying demands for service. In dividing the work among this class of employees, notwithstanding the fact that every effort may be made to equalize the number of hours worked, substantial varia-

tions in length of runs (day's work for this class of employees) cannot be avoided. Therefore, employees in this class may work on a graduated schedule of hours, provided that no such employee shall be allowed to work in excess of said 48 hours by more than 6 hours per week. This provision of maximum hours shall be considered as fully complied with if the average number of hours per week for any individual measured over a six-months' period, shall fall within the prescribed maximum. This maximum shall be reached by not more than 10 per cent of the total number of such employees. Members of the Industry shall not increase the present hours of labor for trainmen and bus operators now prevailing except as may be agreed upon in connection with existing or new agreements; provided, however, that this shall not prevent increasing hours for such trainmen and bus operators as are not receiving a reasonable amount of work, but in no event shall the hours of labor be increased beyond those prescribed in this Code.

"The maximum hour provisions of this Code shall not apply to emergency crews or during the period of emergencies such as snow-storms, floods, fires, or other causes beyond the control of the member of the Industry.

"The following classes of employees shall be exempt from the provisions of this Article and of Article IV of this Code:

"(a) Management, executive and supervisory employees receiving \$35.00 or more per week;

"(b) Janitors, watchmen, crossing flagmen and gatemen, and those employees who are commonly termed 'worker-pension' employees. This class shall not exceed 5 per cent of the total number of employees of the member of the Industry.

"ARTICLE IV

"MINIMUM COMPENSATION

"The minimum wage rates, except as otherwise provided in existing labor agreements, shall be as follows:

"For employees paid on a weekly or a monthly basis, not less than \$15.00 per week in any city of over 500,000 population, or in the immediate trade area of such city; nor less than \$14.50 per week in any city of between 250,000 and 500,000 population, or in the immediate trade area of such city; nor less than \$14.00 per week in any city of between 2,500 and 250,000 population, or in the immediate trade area of such city; and in towns of less than 2,500 population not less than \$12.00 per week.

"The minimum wage for employees compensated on a weekly or monthly basis who work less than full time shall be the pro rata amount of the minima specified above.

"For employees paid on an hourly rate, not less than 40 cents per hour unless the hourly rate for the same class of work on July 15th, 1929, was less than 40 cents per hour, in which latter case not less than the hourly rate on July 15th, 1929, and in no event less than 30 cents per hour.

"Where piecework, cooperative or profit-sharing rates exist, the total wages paid per week to any employee so working, divided by the number of hours actually worked per week by such employee, shall be equal to at least the minimum hourly wages prescribed in this Article.

"Office boys and girls and messengers, under 21 years of age, and apprentices shall be paid not less than 80 per cent of the minimum wages prescribed in this Code; provided, however, that the number of such employees shall not exceed 5 per cent of the total number of employees of the member of the Industry."

The full Code will soon be published either in an extra edition of "Two Bells," or in pamphlet form, so you all may be fully informed of its requirements.

Supervisory forces include heads of departments, assistant heads, supervisors, instructors, claim agents, supervisory engineers, chief clerks and foremen, and Department heads will promptly notify employees concerned in this paragraph.

A maximum of 40 hours will be established for general office forces. Special bulletin covering the spread of hours for the office forces will be issued.

A maximum 44-hour week will be established for the general shop forces, with rates worked out so as to reduce the weekly earnings as little as possible.

A maximum average 48-hour week based on average for six-months' period will be established for trainmen and coach operators. The Code provides that, in order to meet special conditions related to car and coach operators, an additional allowance of time not to exceed 6 hours per week may be permitted, with a further provision that the maximum of 54 hours per week must not be reached by more than 10 per cent of the trainmen and coach operators.

The intent of the Code is to confine working time of trainmen and coach operators as closely as practicable to a maximum average of 48 hours per week.

In view of the fact that reduction of hours at present hourly rates will mean substantial reduction in monthly compensation of employees in the car and coach service, deductions of 5 per cent in compensation made to this type of employees August 1st, 1932,

will be returned, effective October 1st, 1933, to all men who have been in the employ of the Company over one year as trainmen and coach operators.

A maximum 48-hour week will be established for all car-house maintenance and service employees. In view of the fact that reduction of hours at present hourly rates will mean a substantial reduction in monthly compensation to this type of employees, deduction of 5 per cent in rates of these employees, made August 1st, 1932, will be returned, effective October 1st, 1933, to all hourly employees of this class who have been with the Company one year or over.

A maximum 48-hour week will be established for garage employees. The garage has been operating on a 48-hour week, except that some employees have been working Sundays and holidays in excess of the 48 hours. There will be no changes at the garage other than the elimination of this practice.

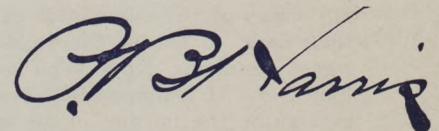
A maximum 48-hour week will be established for all employees of the line, substations and electric construction departments. Certain adjustments in individual cases of hours and rates may have to be made.

A maximum 48-hour week will be established for all employees of the Way and Structures department who are not classed as general shop employees. These employees will have the same hours and rates as the general shop employees of other departments. The rates of all employees, whose wage will be less than the minimum prescribed by the Code, will be increased to comply with the provisions of the Code.

The management regrets its inability, on account of the steady decline in earnings, to return to ALL employees at this time, the reduction made in rates on August 1, 1932. The 5 per cent reduction made at that time has been returned to those employees only who will receive the greatest reduction in pay account of compliance with the Code, but even with this return they will still receive less than they do at the present time. The 5 per cent increase given to these adds greatly to the operating cost of the Company.

I wish to assure you that our promise will be kept and you all will receive the rates you had prior to August 1st, 1932, just as soon as possible, which we hope will be in the near future, if there is a return to normal times as expected. Compliance with the Code provisions will add a substantial number of new employees to the Company's pay roll.

It is up to all of us as good citizens to support the Government and this Company in efforts for a return of prosperity.



General Manager.

power house and sub-station department employees48 hours per week

D. Trainmen, bus operators, ticket agents, and related transportation groups48 hours per week

with an allowance not to exceed 6 hours per week, as hereinafter set forth.

The Transit Industry recognizes the desirability of an 8-hour day and 48-hour week, but many of the companies cannot now ask their men to accept the reduction in their wages resulting from such a reduction in hours and it is impossible for the Industry to assume the burden of an increase in the hourly rates of pay to offset such reduction. The Industry is required to provide practically continuous service and a greater part of it for an 18-hour period or more each day; its vehicles must be dispatched from carhouses or garages singly, and not in groups leaving at the same instant, and their return is made in a similarly irregular fashion, according to the varying demands for service. In dividing the work among this class of employees, notwithstanding the fact that every effort may be made to equalize the number of hours worked, substantial variations in length of runs (day's work for this class of employees) cannot be avoided. Therefore, employees in this class may work on a graduated schedule of hours, provided that no such employee shall be allowed to work in excess of said 48 hours by more than 6 hours per week. This provision of maximum hours shall be considered as fully complied with if the average number of hours per week for any individual measured over a six-months' period, shall fall within the prescribed maximum. This maximum shall be reached by not more than 10 per cent of the total number of such employees. Members of the Industry shall not increase the present hours of labor for trainmen and bus operators now prevailing except as may be agreed upon in connection with existing or new agreements; provided, however, that this shall not prevent increasing hours for such trainmen and bus operators as are not receiving a reasonable amount of work, but in no event shall the hours of labor be increased beyond those prescribed in this Code.

The maximum hour provisions of this Code shall not apply to emergency crews or during the period of emergencies such as snowstorms, floods, fires, or other causes beyond the control of the member of the Industry.

The following classes of employees shall be exempt from the provisions of this Article and of Article IV of this Code:

- (a) Management, executive and supervisory employees receiving \$35.00 or more per week;
- (b) Janitors, watchmen, crossing flagmen and gatemen, and those employees who are commonly termed "worker-pension" employees. This class shall not exceed 5 per cent of the total number of employees of the member of the Industry.

ARTICLE IV

MINIMUM COMPENSATION

The minimum wage rates except as otherwise provided in existing labor agreements, shall be as follows: For employees paid on a weekly or a monthly basis,

not less than \$15.00 per week in any city of over 500,000 population, or in the immediate trade area of such city; nor less than \$14.50 per week in any city of between 250,000 and 500,000 population, or in the immediate trade area of such city; nor less than \$14.00 per week in any city of between 2,500 and 250,000 population, or in the immediate trade area of such city; and in towns of less than 2,500 population not less than \$12.00 per week.

The minimum wage for employees compensated on a weekly or monthly basis who work less than full time shall be the pro rata amount of the minima specified above.

For employees paid on an hourly rate, not less than 40 cents per hour unless the hourly rate for the same class of work on July 15th, 1929, was less than 40 cents per hour, in which latter case not less than the hourly rate on July 15th, 1929, and in no event less than 30 cents per hour.

Where piecework, cooperative or profit-sharing rates exist, the total wages paid per week to any employee so working, divided by the number of hours actually worked per week by such employee, shall be equal to at least the minimum hourly wages prescribed in this Article.

Office boys and girls and messengers, under 21 years of age, and apprentices shall be paid not less than 80 per cent of the minimum wages prescribed in this Code; provided, however, that the number of such employees shall not exceed 5 per cent of the total number of employees of the member of the Industry.

ARTICLE V

CHILD LABOR

No person under 16 years of age shall be employed in the Transit Industry.

ARTICLE VI

ADMINISTRATION

To further effectuate the policies of the Act, a Code Authority is hereby set up to cooperate with the Administrator in the administration of this Code.

(A) 1. The Code Authority shall consist of seven (7) voting members. Not more than three (3) non-voting additional representatives may be appointed by the Administrator. One of such voting members shall at all times be the President of the American Transit Association, and one shall be the Managing-Director of said Association.

2. The remaining five members shall be elected by a vote of members of the Industry and shall represent the various interests in the Industry. The selection of such candidates and the method of electing such members shall be subject to approval by the Administrator. At least two (2) of said voting members shall be representatives of labor, and at least one (1) may be a representative of a member of the Industry not holding membership in the American Transit Association.

3. Any trade or industrial association participating in the selection or activities of the Code Authority shall impose no inequitable restrictions on admission to membership therein, and shall evidence compliance with this provision in any manner required by the Administrator.

4. The Code Authority shall as soon as possible after the approval of this Code appoint two

(2) individuals who shall jointly with two (2) individuals appointed by the Motor Bus Code Authority hear and finally determine any question that may be referred to it by the Transit Code Authority as to whether any individual bus operation defined in Article II, paragraph A-3, of this Code shall be included under this Code. In case the joint board fails or refuses to decide within ten (10) days any question submitted, the matter shall be referred to the Administrator for final disposition.

5. An appeal from any action by the Code Authority affecting the rights of any person subject to this Code may be taken to the Administrator.

(B) The Code Authority shall have the following duties and powers to the extent permitted by the National Industrial Recovery Act and subject to review by the Administrator:

1. To administer the provisions of this Code, secure adherence thereto, hear complaints, and otherwise carry out for the Transit Industry the purposes of the Act as herein set forth.

2. To require reports from the members of the Industry with respect to wages, hours of labor, conditions of employment, number of employees, and other matters pertinent to the purposes of this Code, in order that the President may be kept informed with respect to the observance thereof.

3. Equitably to proportion and collect from time to time the cost of establishing and maintaining the Code Authority from such members of the Industry who fully participate in the Code by exercising the right to vote and/or to use the N. R. A. insignia. Only such members who participate in the expense of establishing and maintaining the Code Authority shall be permitted publicly to evidence their participation by displaying the N. R. A. insignia. The Code Authority, subject to review by the Administrator, shall authorize the use of the N. R. A. insignia to members of the Industry according to the provisions of this paragraph.

4. After consulting the Industry, to make recommendations to the Administrator for the revision, modification, or alteration of this Code from time to time.

(C) Whereas it is deemed unfair competition by the Transit Industry for any type of transportation carrying passengers for hire in areas served by members of this Industry to pay substantially lower wages or to permit substantially longer working hours than those established by this Industry in this Code, the Code Authority is hereby empowered to assist in the securing of stay orders and exemptions from the Administrator in respect of any area affected by unfair competition of a competing industry, to confer with Code Authorities of competing industries, to file petitions for the modification of or complaints under the Code of competing industries, and otherwise to take such steps as may be necessary or proper to place the Transit Industry on a basis of fair competition.

ARTICLE VII

GENERAL

1. (a) Employees shall have the right to organize and bargain collectively through representatives of

their own choosing, and shall be free from the interference, restraint, or coercion of employers of labor, or their agents, in the designation of such representatives or in self-organization or in other concerted activities for the purpose of collective bargaining or other mutual aid or protection;

(b) No employee and no one seeking employment shall be required as a condition of employment to join any company union or to refrain from joining, organizing, or assisting a labor organization of his own choosing; and

(c) Employers shall comply with the maximum hours of labor, minimum rates of pay, and other conditions of employment, approved or prescribed by the President, as provided herein.

2. Many of the street railway and bus companies which come under the provisions of this Code have working agreements with their employees through American Federation of Labor Unions, which provide the wages, hours of labor and working conditions, and further provide for arbitration in all disputes of any kind that cannot be mutually adjusted, practically all of which agreements also provide for renewals through mediation and arbitration. It is understood and agreed to by the companies under this Code that all labor agreements will be lived up to and carried out, and this provision is agreed to by representatives of the employees. The employees of some of the companies that come under this Code have local associations, organizations, or other plans of collective bargaining. However, it is clearly understood that if either the employees under the American Federation of Labor Unions or under the aforesaid local associations, organizations, or other plans want to change their form of organization under the provisions of section 7 (a) of the National Industrial Recovery Act, they are at liberty to do so as that section provides.

3. This Code and all the provisions thereof are expressly made subject to the right of the President, in accordance with the provisions of Sub-section (b) of Section 10 of the National Industrial Recovery Act, from time to time to cancel or modify any order, approval, license, rule or regulation issued under Title I of said Act.

4. Within each state, members of the Industry shall comply with any laws of such state imposing more stringent requirements, regulating the age of employees, wages, hours of work or health, fire or general working conditions, than under this Code.

5. If this Code or any provision thereof, because of peculiar circumstances, will create great and unavoidable hardship to any member of the Industry, such member in a petition approved by the Code Authority may apply for a stay of this Code or such provision thereof, pending a summary investigation by the National Recovery Administration, if such member of the Industry agrees in such petition to abide by the decision of such investigation. The refusal of any such approval shall be subject to review by the Administrator.

6. In the case of any member of the Industry also employing labor in any other industry, the provisions of this Code shall apply to and affect only that part of such member's business which is included in the Transit Industry.

7. This Code shall terminate whenever Title I of the National Industrial Recovery Act ceases to be in effect, but not later than June 15th, 1935.