

# TWO BELLS

## Whistlin'

*By Mary Perkins*

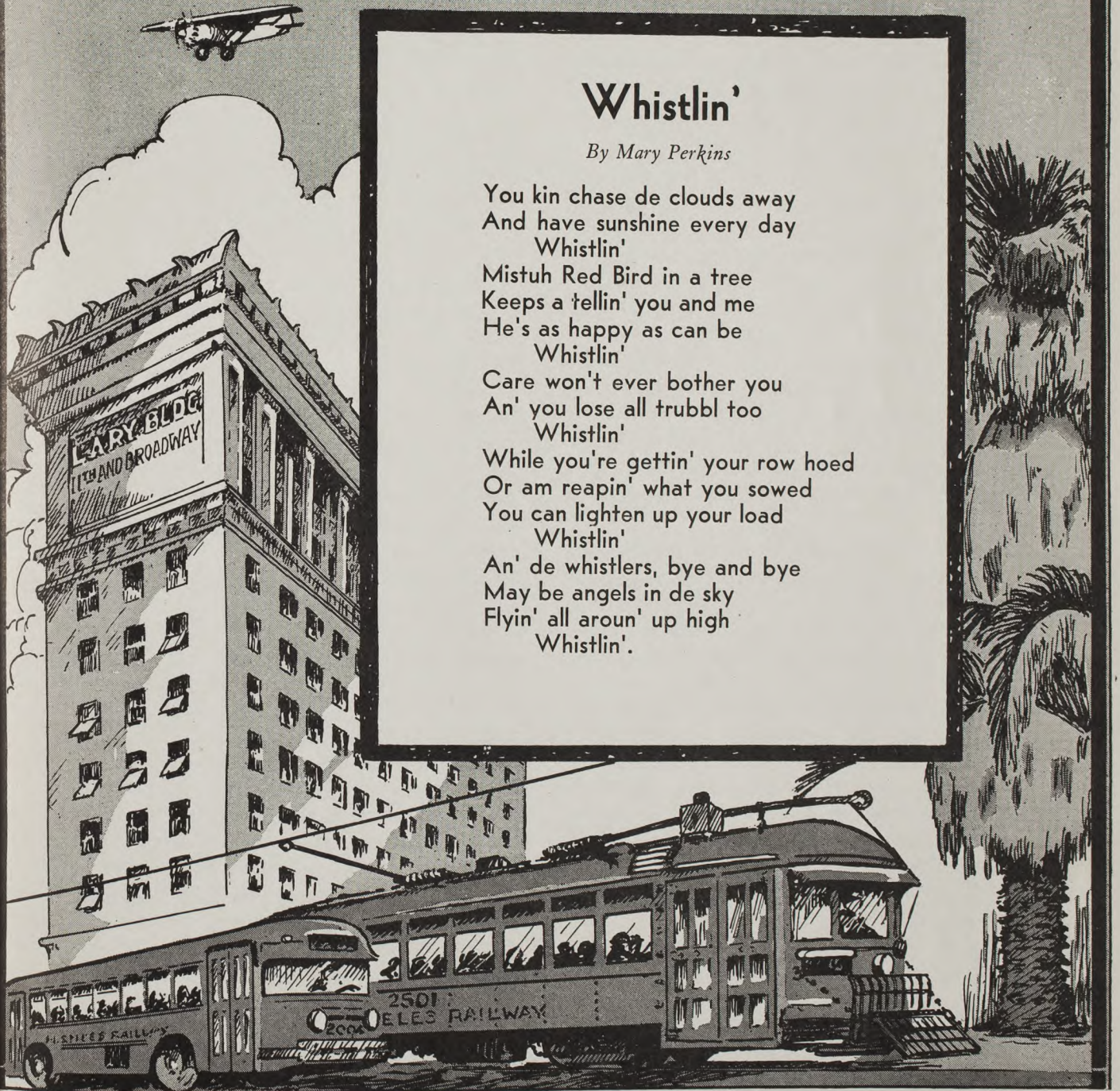
You kin chase de clouds away  
And have sunshine every day  
Whistlin'

Mistuh Red Bird in a tree  
Keeps a 'tellin' you and me  
He's as happy as can be  
Whistlin'

Care won't ever bother you  
An' you lose all trubbl too  
Whistlin'

While you're gettin' your row hoed  
Or am reapin' what you sowed  
You can lighten up your load  
Whistlin'

An' de whistlers, bye and bye  
May be angels in de sky  
Flyin' all aroun' up high  
Whistlin'.



# Important Message To Trainmen

By E. R. DYE, *Operating Superintendent*

ACCIDENTS for November and December, 1933 show an alarming increase. We had more accidents during those two months than in any other two months for the past two and one-half years. Every Division has had its share in this increase. The supposition might be that our new men, and we have had quite a number during the past few months, are responsible for this increase, but in checking up on the situation it has been found that this is not so. The older men in the service are showing an increase in their accidents.

There has been, during the past two months, an average of one car collision every three days, and in practically every accident of this sort investigation has disclosed the fact that one or more rules have had to be violated in order to produce a car collision. No organization, whether large or small, can operate without some system of discipline, and any system of discipline is a success only insofar as it functions as a corrective measure. Our system of discipline has saved more men's jobs than it has ever taken away from them.

In the case of the recent collision of cars at Manchester and Vermont Avenues, which involved a motorman of ten years' experience, I am satisfied that if we had been fortunate enough to have been able to check up on some dangerous practices in which this man no doubt was indulging, this motorman would never have had this car collision. Possibly a caution or a few demerits for violations for indulgence in bad practices would have saved this man's job for him, and in addition would have saved the car collision and the attendant injuries to passengers and damage to Company property.

It would be an ideal condition if we

could entirely dispense with all rules. We have any number of men in the service, conductors, motormen and operators, whom it would be perfectly safe to turn loose with no other instruction than to operate their cars safely. Unfortunately, however, the man who persists in violating rules must be governed by some fixed rule and after the rule is made then all men must be governed by that rule. Every rule in our Rule Book is a result of some experience the Company has had at some previous time. Trainmen are responsible for the rules in our Rule Book, and any man who is so careless and disloyal that he will deliberately disobey rules, has no one but himself to blame if he loses his job.

Now, a word to the new men. There comes a period in the career of every new man—usually after his first two or three months' service—when he becomes overconfident. The novelty of the job has begun to wear off. He does not have to stop and think before making each move. His work becomes more or less automatic and it is during this period, especially in the case of the motorman or operator, that he begins to pile up accidents. He begins to take chances, depending upon his expertness to stop his car, or, in the case of a conductor, he begins to take chances on giving bells before passengers are safely on or off his car. He takes many chances and wins; finally he takes a chance and loses—then comes the accident. There is no question but that our increase in accidents during the past few months can be attributed more to the disregard of our trainmen for our rules than to any one thing. We cannot afford to slack up in the enforcement of our rules or in the assessment of our discipline, unless we are content to waste our revenues by satisfying accident claims.

# TWO BELLS

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Volume Fifteen

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Number Two

JANET C. McNEILL

Publicity Manager and Editor

## Information on Interchange Tickets

By DAN HEALY, Chief Instructor

I have endeavored in the following questions and answers to supplement the regular instructions on the interchange of ten cent tickets which went into effect February 1, 1934, by anticipating questions that may be asked you by passengers and questions that may arise in your own mind.

1. Q.—On and after Feb. 1, 1934, is direct transfer allowed to the Pacific Electric Railway local lines on L. A. Ry. lines?

A.—Yes. At any point where the Los Angeles Railway Inner Zone rail or coach lines intersect the P. E. Ry. local lines.

2. Q.—What are the P. E. Ry. local lines?

A.—Lines on Venice Blvd., Hill St., Sunset Blvd., Hollywood Blvd. and Santa Monica Blvd.,—from the Subway Terminal and, also, the South Pasadena, Watts and Sierra Vista lines on Main St., and the Edendale line on 6th St.

3. Q.—What P. E. Ry. local lines operate through the P. E. Station at 6th and Main St.?

A.—Sierra Vista local. This line comes south on San Pedro St. from Aliso St. and through the P. E. Station—then north on Main St.

4. Q.—What ticket form will be issued in Zone 3—Hollywood by the P. E. Ry.?

A.—JT-3.

5. Q.—What is the color of this ticket?

A.—Light green.

6. Q.—At which four points only is this complete ticket to be accepted on L. A. Ry. lines?

A.—Santa Monica & Western—Line "S"; Santa Monica & Virgil—Line "L"; Virgil & Fountain—Line "L"; Sunset & Alvarado—(Alvarado Coach).

7. Q.—What is to be issued for

this complete ticket, at the four points mentioned above, if further transfer is requested?

A.—A full transfer.

8. Q.—Is this complete ticket good to Los Angeles Motor Coach Company lines at connections in P. E. Ry. Zones 2 or 3—Hollywood?

A.—Yes.

9. Q.—What will the L. A. M. C. Co. line do with this complete ticket if further transfer is desired?

A.—Detach coupon and validate contract "L. A. M. C. Co."

10. Q.—Is this ticket contract good on L. A. Ry. cars then?

A.—Yes—at any connection within the L. A. Ry. Inner Zone.

11. Q.—What will the first (1st) L. A. Ry. conductor do with this ticket contract if further transfer is desired?

A.—Validate "L. A. Ry. 1st Ride."

12. Q.—What will the second (2nd) conductor do?

A.—Validate "L. A. Ry. 2nd Ride."

13. Q.—With both 1st and 2nd ride spaces punched, is this ticket good for another ride on L. A. Ry. cars?

A.—Yes—to Shuttles only.

14. Q.—When does the time expire on this ticket contract?

A.—Thirty (30) minutes after time punched.

15. Q.—Is this ticket contract good back on the P. E. Ry. when validated either "L. A. M. C. Co." or "L. A. Ry. Co."?

A.—No.

16. Q.—Is this the only form of P. E. Ry. ticket for which a full transfer is issued on L. A. Ry. lines?

A.—Yes.

17. Q.—For what reason would the P. E. Ry. issue ticket Form JT-5 (white)?

A.—Upon receipt of a J-40

School Ticket only on the Western District lines.

18. Q.—Is this complete ticket good on the L. A. Ry. lines?

A.—No.

19. Q.—What part of it is good?

A.—The contract, and then only when validated "L. A. M. C. Co."

20. Q.—Has this ticket spaces for validating on the L. A. Ry. lines?

A.—Yes.

21. Q.—What other P. E. Ry. complete ticket is good directly to the L. A. Ry. lines?

A.—Form JT-6.

22. Q.—What is the color of this ticket?

A.—Brown.

23. Q.—In which P. E. Ry. Zones is it issued?

A.—Zones 1 and 2, and in Zone 3 on Watts, So. Pasadena or Sierra Vista lines.

24. Q.—If punched "Zone 3" is it good complete at L. A. Ry. connections within the P. E. Ry. No. 1 Inner Zone?

A.—No.

25. Q.—Is it good on the P. E. Ry. in their No. 1 Zone?

A.—Yes.

26. Q.—Where is this complete ticket punched "Zone 3" good on L. A. Ry. lines?

A.—Only at L. A. Ry. connections within the P. E. Ry. Zones 3 or 2.

27. Q.—If punched "Zone 2" where is it good on L. A. Ry.?

A.—In P. E. Ry. Zones 2 or 1 or 3.

28. Q.—If punched "Zone 1" where is it good on L. A. Ry.?

A.—In P. E. Ry. Zones 1 or 2.

29. Q.—When this complete ticket is received at a proper transfer point what is to be done with it?

A.—Detach the coupon and validate "L. A. Ry. 1st Ride"—2nd conductor will validate "L. A. Ry. 2nd Ride" and the contract will still be good on a Shuttle line.

30. Q.—Is this contract good thirty (30) minutes after the time punched?

A.—Yes.

31. Q.—Is this ticket good from the P. E. Ry. to the L. A. Ry., and then to the L. A. M. C. Co.?

A.—No.

32. Q.—Is it good from the P. E. Ry. to the L. A. M. C. Co.?

A.—Yes—when punched "Zone 1."

33. Q.—After the L. A. M. C. Co. detaches its coupon and validates contract "L. A. M. C. Co.," is it good on the L. A. Ry.?

A.—Yes, and is to be validated on L. A. Ry. lines the same as if it came direct to L. A. Ry. from the P. E. Ry.

34. Q.—What ticket form is to be issued from L. A. Ry. rail lines to the P. E. Ry. local lines?

A.—Form 2 on ten (10) cent fares only, at any connecting point with the P. E. Ry.

35. Q.—What ticket from the L. A. Ry. Inner Zone coach lines?

A.—Form 1.

36. Q.—Have these tickets been changed any?

"P. E. Zones

A.—Yes \_\_\_\_\_ has been  
1 2 3"

added to the tickets, both on Forms 1 and 2.

37. Q.—What is this space to be used for?

A.—On the P. E. Ry. only. They will accept complete tickets only—detach the coupon and validate the P. E. Zone in which the ticket was received.

38. Q.—Will the ticket be good then on any L. A. Ry. line?

A.—No.

39. Q.—Where will it be good?

A.—On the P. E. Ry. lines only in the Zone in which received or into the next adjoining Zone.

40. Q.—What ticket would you issue in the L. A. Ry. Inner Zone on a J-40 School Ticket?

A.—JX-4 School Exchange Ticket.

41. Q.—Is a JX-4 good direct to the P. E. Ry.?

A.—No—the L. A. M. C. Co. lines must be used first, and then re-transfer is allowed to the P. E. Ry. Western District lines only.

42. Q.—What ticket form will be used on both Beverly and Melrose lines after Feb. 1, 1934?

A.—Form 8 (white).

43. Q.—How is this to be handled on rail lines?

A.—The same as Form 1, by validation on coupon, or by lifting the contract when validated "L. A. M. C. Co."

## New Dump Truck

A shining new 22,000 lb. dump truck will soon be ready for delivery to South Park Shops to be put into the service.

## True Story of One Insurance Check

Recently, through the column of "Two Bells", I tried to emphasize the importance of the employees checking to see whether or not their insurance and Provident Fund were left in such a way that it would cause as little trouble to the beneficiaries as possible. There were a number who responded to this and made changes which will eliminate a great deal of trouble and expense in the future.

In order to further emphasize the importance of this, following is a true story of an incident which occurred recently:

One of our employees passed away after being sick for a short time. After his death, it was discovered that a minor child was his beneficiary for the insurance and Provident Fund, and the claim cannot be paid until a legal guardian has been appointed for this minor child, which will necessitate the wife employing an attorney, taking this through court, and she may have to go to the expense of posting a bond. Knowing this family as I do, I am sure it was never the intention of the employee to leave his affairs in this condition, and the whole thing could have been handled without any expense whatever and eliminated the loss of time before payment can be made. As it is the wife, to whom the employee was very devoted, is left without any ready means to pay funeral expenses.

R. A. PIERSON,

*Superintendent of Personnel.*

## Identity of Author

Answering many inquiries—yes, the Grace Freeman Pease, author of the lovely verse and set of resolutions which appeared on the editorial page of our January issue, is identical with Grace Freeman Pease, talented member of our Company office and Secretary to C. A. Henderson, Secretary-Treasurer of the Company.

## New Coaches

Four 23-passenger Twin Coaches have been ordered and are expected to be delivered about the middle of February. These coaches are streamline in design, corresponding with the modern trend in motor vehicles. They are equipped with a single engine inside at the front and standard air brakes.

No allocation as to line has been made, but they will be assigned where a coach of this type can be used.

## Happy Anniversary

One of the happy days of the year, especially for those in the Company who have been long in the service, is February 1st, which marks the birthday of C. A. Henderson, Secretary-Treasurer of the Company. There are so many of us who have been the beneficiaries of his ever readiness to lend a helping hand when most needed, that it is a real pleasure to congratulate him on the passage of another milestone.

Mr. Henderson received a desk full of beautiful flowers and cards from his host of friends.

## H. A. Perryman Honored

H. A. Perryman, Statistician for the Company, has just received a signal honor in being elected President of the American Statistical Association, Los Angeles Chapter.

Mr. Perryman's work is known both in this country and in Europe, where he lived for some time, and has been officially recognized by the English Government.

## 1933 Automotive Figures

The annual report covering the operation of all automotive vehicles of the Company shows that during 1933 our coaches traveled 7,182,335 miles and consumed 1,522,977 gallons of gasoline and 80,837 quarts of oil. Automobiles and trucks of the Company traveled 1,006,284 miles and consumed 109,033 gallons of gasoline and 5,296 quarts of oil.

## Track Work

The Track Department is finishing the job of renewing ballast, ties and putting in new drain tile on West Seventh Street between Park View and Hoover Streets. Twenty-five hundred single track feet were removed and put down again.

About February 12th work will be started on Washington Boulevard to remove the track and renew ties, ballast and tile between Normandie and Western. This job will involve fifty-three hundred single track feet.

## Chess Club

The Chess Club meets every Wednesday evening at 7:30 o'clock at Division Four. You are welcome to come and look on and to join if interested.

## Accidents Subject of Division Meetings

The recent Division meetings were among the most important ever held by the Company. The subject was Accident Prevention. Accidents have increased on the system to an unwarranted extent and these meetings were called for the purpose of getting closer cooperation from trainmen to the end that preventable accidents may be eliminated.

Judging from the close attention given the speakers by the audiences at the various meetings, good results are expected.

Important points made by each speaker are given herewith in Two Bells so that none may be missed or forgotten by the trainmen.

The speakers were E. R. Dye, Operating Superintendent; John Collins, Superintendent Meter-Mileage Department, and Dan Healy, Chief Instructor.

The highlights of Mr. Dye's talk are given in the editorial on page two of this issue.

Mr. Healy said in part:

This business has the right to exist but can not if its revenues are absorbed by accident claims. The annual bill for accident claims is \$500,000. We can not stop them all, but when costs mount it is time to watch out. If this company went into the hands of a receiver he would take the blue pencil and cut down expenses regardless of sentiment. Shall we wait for the undertaker, or shall we take the remedy at hand and reduce accident expenses?

We have any number of boob accidents that should never happen. In preaching to you about accidents I am basing my talk on notes from the Claim Department.

No one has the idea that no accidents need occur, but it is the unnecessary accidents we want to eliminate. We are losing about \$10,000 per month on careless accidents.

In many cases the motorman guesses that an auto will keep on going, but it stops, or he guesses it will turn and it doesn't, and there is an accident; then he commences to build up an alibi when he himself was at fault.

There are trainmen who would not hurt a kitten, yet, when old persons get on or off the car slowly, they lose their patience and start or stop the car in such a manner as to throw an older person who can not keep balance easily.

I have read a number of accident reports and some of them are an insult to the intelligence of officials of the company. How do you expect us to go into court on such reports and win our case?



Mr. Jordan met Mr. Buchanan at the 16th Street Garage and asked him if he had been in touch with the Purchasing Department. When he received a reply in the negative, Mr. Jordan said that in all probability it had been left to him to give Mr. Buchanan the bad news. Mr. Jordan then informed him that Mr. Schupp had been prevailed upon by the Operating Department to furnish another car for the Coach Division Supervisors and that after scouting all available resources they had decided that it would be necessary to take his car away from him for that purpose.

We can not stress too strongly the importance of getting witnesses. When there is an accident and you do not get witnesses, we can not get judgment and are compelled to settle out of court.

Mr. Collins followed Mr. Healy. He said:

We assume that when a man gets a job with the Los Angeles Railway, he wants to find out all he can about that job in order to keep it. When we hire a man, we take him at his word that he is going to give good service, and we expect him to keep his word.

When a man is employed in the Operating Department, he represents a company investment of about twenty thousand dollars. The new man is instructed in the way we want the work done and is under supervision and discipline as a continual check to determine whether or not he remains a safe investment.

Now, about the only thing that any of us have to invest is ourselves. To be fired from a job lowers our chances to invest ourselves again. Therefore, the most intelligent way to start on a new job is to rely on the advice of those men who have had years of experience in this class of work.

A man had to violate five rules in order to have a collision of cars while going through the electric switch at 5th and Hill. Had he observed any one of those rules, the accident would not have occurred.

Mr. Lindsey corroborated Mr. Jordan's story but Mr. Buchanan couldn't take it. He informed them that he needed a car, needed one that afternoon, needed one every day; in fact, had to have a car. Did they expect him to walk around to the different stores? He would buy his own car.

Mr. Jordan pointed to a new Ford V8 Coupe all equipped with spare tire and bumpers and said—"Take this one! It rides hard anyway," and then told him that they had decided to trade it for his old car. When Mr. Buchanan went out of the gate his face was outshining the chromium plating on the radiator.

A rear end collision in No. 2 Zone means the violation of at least three rules. There is no excuse for collision of cars.

We don't want a man who has to be watched all the time to see that he does obey the rules. He took the job with the understanding that he would obey the rules and we accepted him at his word. If his word is not good, how can we depend upon any of his actions?

You will meet the man who will tell you that the rules can not be observed and accidents can not be prevented. If so, you are listening to a man who doesn't know what he is talking about.

Be guided by your own intelligence. Keep cool under all circumstances. The correct habit of starting and stopping a car should not be difficult to form.

If employes do not obey the rules by which an organization is governed, that organization is destroyed and with it the possibility of earning a livelihood.

There are all kinds of people in the streets, none of whom have any superior rights. Reasonable care is due from each user of the streets to every other user of the streets. The responsibility for the use of reasonable care increases in proportion to the capability of that user of the streets for doing damage to others. We have no right of way and are charged with using the highest degree of care in piloting our cars through the streets.

•  
Surprise  
Sprung  
on  
Store-  
keeper  
•

## They Keep 'Em Alive at Division Five



These Division Five Mechanical men are anxious to see their pictures in Two Bells because they think it isn't possible for Division Three Mechanical to outdo them. They are, from left to right, front row: Jack Knight, Ed Hess, Don Gasink. Second row: Harry Hunt, Ralph Nokes, Andy Duncan, Otto Schnidier, Slim Ellis, Assistant Foreman G. P. MacQualters, Bert Hayward, Zack Eastin, Tom Cosgrove, Ernie Shaw, Bennie Burgess and Nelson Land. Third row: Jesse Tolin, Andy Anderson, George Sundeen, Russell Litz, Olon Dewberry, Jerry Lyons, Sylbia Boen, Alex Carmichael, Harold Steenrod, Leonard Green, Fred Yenour, Billy Coxon, Jonnie Walker, Fred Dudley, Sr., Harry Goodman and Gail King. To everyone's regret Foreman I. C. Gordon did not get in the picture. C. R. Fulton, of the Division, took the picture.

### Mechanical Summary for 1933

The following is a summary of some of the outstanding features of the Mechanical Department for the year 1933:

Passenger and service cars "C" inspections at South Park shops.....	840
Passenger and service cars overhauled .....	17
Passenger and service cars—wreck repaired .....	226
Passenger and service cars—miscellaneous .....	502
	1,585
Motor coaches overhauled .....	57
Company automobiles and employees' cars repaired and repainted .....	56
Built and installed truck bodies and cabs on White coach chassis .....	1
Car wheels scrapped, 24" .....	52
Car wheels scrapped, 26" .....	12
Car wheels scrapped, 30" C.I. ....	2,614
Car wheels scrapped, 30" R.S. ....	420
Store orders completed .....	2,961
Work orders completed .....	113
S. E. requisitions issued .....	487
Interdepartmental authorizations completed .....	1,482
Inspection cards checked .....	30,315
<b>Labor</b>	
Employees that left service .....	14
Employees that entered service .....	77
Increase .....	63
Total number of employees, Mechanical Department, including the Supt. of Car Equipment's office (excluding Automotive Department) .....	551
Total labor costs (Dept. 1 to 12 incl., and Dept. 20) .....	\$611,014.45
Maximum number of cars maintained at divisions for daily service as of December 31, 1933 .....	725

### \* Git Along, You Foremen \*

Hey! You foremen, where were ya the other night?

The first 1934 regular monthly meeting of the Los Angeles Foremen's Club was held Tuesday evening, January 16th, in the Alexandria Hotel.

Some of the Los Angeles Railway foremen members were present.

Will G. Farrell was the speaker. "The Bright Outlook of 1934," was his subject.

When a man can stand on one leg and give a talk like he did, it behooves some of us fellows with two legs to stand up and listen to him. Those of you who were not present missed an inspiring talk.

Ya better plan on bein' there next time. It'll do ya a lot o' good.

Keep your February eye peeled for the announcement of the next regular meeting and plan right now to take advantage of it; it's gonna be good.

The regular meeting date of this club is the third Tuesday night of each month.

The new president, George F. Ford, took the chair at the January meeting. Let's get behind him, fellows.

DOYLE RISHEL.

## Many Subjects Covered at Meet

The regular monthly meeting of the Foremen and Supervisory forces of the Mechanical and Automotive Departments was held in the Instruction Room at Division Two on January 13.

The meeting was called to order by W. W. Aldrich, Chairman of the day. He called L. T. Crump as the first speaker, who used as his subject, "Developing Tact".

Doyle Rishel announced the next Foremen's Club of Los Angeles meeting to be held at the Hotel Alexandria Tuesday night, January 16th, when the new officers for the ensuing year would take their positions.

J. M. Spearing spoke on the subject of "Wrecks", emphasizing the importance of no work being done where cars have been in accidents, until necessary photographs have been taken for use by the Claim Department. He also asked if a bulletin or notice could be given out to the employes regarding their standing in the Provident Fund, as explained by R. A. Pierson in a recent meeting.

C. L. Hatch explained with exhibits the importance of obtaining good photographs of all cars that had been in accidents, and asked the continued hearty cooperation of this department.

W. T. Brown spoke on the subject, "Developing and Training Men", referring to the first two topics used in our October meeting which covered the best ways or methods of handling men at all times and under all conditions, urging the importance of training them early in service. He also gave us "Jim Brown's experience with the Cleveland Railway Company". He complimented Division Three at length for their record of fifteen months without a single hot journal bearing, and their excellent record made of other hot bearings also.

F. O. Rowbottom continued along the same lines as Mr. Brown, giving the National Cash Register Co. as an example of intensive training of its men.

R. L. Guignard chose for his topic, "Noise Elimination", and explained the experiments being made along this line at the present time.

C. B. Lindsey exhibited a chart from the Garage, showing equipment failure and mileage record for the past five years in the Automotive Department, and clearly demonstrated the improvements that have been made by them in reducing failures and increasing mileage per failure.

F. T. Burchett exhibited charts that had been prepared of equipment failures in the Mechanical Department, explaining that these would be blue printed and distributed among the

Foremen, and also that charts of occupational accidents were being prepared and would be sent out later. He asked for any suggestions that might improve them. He also announced the price of photographs that had been taken at our December meeting.

W. T. Brown spoke of the New Year's Resolution he almost made. He asked that more detail be given by the Division Foremen on the 1159-E regarding cause of equipment failures, and that pistons be kept in a cleaner and better condition so that the scale could be read.

W. W. Aldrich spoke of the trouble being experienced at present with the long door rod on one man cars, and a survey was ordered to determine the number of cars that were still in service that had not had these rods changed. He also spoke of trouble with exit door headers, and the number of dead cars with K-35 control equipment that had been changed off and found O. K. on examination.

Mr. Jordan gave a review of the meetings held under the chairmanship of W. C. Brown, showing what progress had been made with the following suggestions offered at these meetings:

"Cracked Brake Shoes"—a survey has been made showing that 90% of faulty brake shoes have been reported from Division Four, which indicates that a shipment to that Division caused practically all of the trouble and must have been defective.

"Noise Elimination"—experiments have been made with intake muffler and it has been found preferable to place them under the car as at present, rather than boxing them in.

"Ratio Leverage"—originally offered by D. Rishel has been explained.

"Test Reports"—we have an arbitrary ruling that all tests should be reported monthly; a review has been made with notes on tests that should be reported on, and when. He also stated that future Test Authorizations should clearly state how often to be reported. Mr. Jordan also commented on the report we receive from the Auditing Dept. of corrections made on Time Cards and Requisitions, stressing the importance of this report.

W. I. Green offered the suggestion that a small door be placed in sand boxes on standard cars so that wet sand could be removed when necessary, the same as in use on H-3 cars at present.

Closing remarks were then made by the Chairman, after which Mr. Jordan announced that C. B. Lindsey would be in charge of the next meeting.

J. E. STEENROD, *Secretary*.

## Bouquets For Year

A total of 362 employes received at least one letter of commendation from the riding public during the year 1933. Of this group of trainmen one conductor received 12 separate letters; one, 8; two, 6; one, 5; five, 4; fourteen, 3; seventy, 2; and two hundred and sixty-eight, 1 each.

These bouquets were distributed among the Divisions as follows: Division One: fifty-two men received 1 each; fifteen, 2; one, 3; and one, 8. Division Three: sixty-eight, 1 each; eleven, 2; four, 3; one, 4; one, 5; and one, 12. Division Four: seventy-three, 1 each; twenty-seven, 2; six, 3; two, 4; and one, 6. Division Five: sixty-nine, 1 each; seventeen, 2; three, 3; two, 4; and one, 6. Motor Coach: six men received 1 each.

## Trips to South Seas or Anywhere

D. W. Ferguson who has a very complete Travel Service and who is a tenant in the main building, occupying space in the ticket office with C. V. Means, has routed a good many employes on pleasant vacation trips.

Recent Perry Wilkinson, our adventure loving elevator operator departed on a tour of the South Seas and made his booking through Mr. Ferguson. When Perry returns he will have traveled 12,000 miles on the palatial liner, City of Los Angeles, specially chartered for this wonderful trip. It will take 43 days to complete the tour and the steamer will return to Los Angeles Harbor on February 21st.

After viewing all the beauty of the South Seas, also the South Seas beauties, it is rather doubtful if Perry can be held to the prosaic task of running an elevator.

Mr. Ferguson says he will be sending out a great many tours this coming season, the 15 day Panama Canal trip will be popular again, as well as Honolulu and Alaska, and the coast-wise trips to Washington and British Columbia for short trips of two weeks or more.

He will route you to the Orient, if you wish, Japan, China, the Philippines and as far west as Java and the Dutch Indies. Mr. Ferguson is both well informed and accommodating and his Travel Service is commended to the LARY employes for any patronage they can give him.

If you can't be a leader, learn to be a loyal follower. The world needs both.

# SQUARE AND COMPASS DOINGS

The first meeting of the New Year was held on Saturday evening, January 20, 1934, at Boos Bros. Coffee Shop, 319 W. 5th St., and was attended by 80 members.

These staunch brothers were enthusiastic in their praise for the delightful dinner served, and, as was promised, a new brand of entertainment was enjoyed.

Instead of the usual vaudeville programme, your entertainment committee was fortunate in securing an interesting travelogue entitled "Alaska to Yosemite Park." This film was presented with a lecture by Harold C. Boyd, camera man extraordinary, and who, by the way, is a member of Mauie Lodge No. 472, Kahului, T. H. Brother Boyd was assisted by Frederick C. Rowley, member of Duke of York Lodge No. 124, of Adelaide, Australia.

This presentation proved both interesting and instructive and was thoroughly enjoyed. It is quite possible that we can induce the above gentlemen to return at some future date for the purpose of showing us their new travelogue of the South Sea Islands.

Following the dinner and entertainment President Morgan called the meeting to order, and the first business transacted was the reading of our proposed By-Laws, by our recording Secretary Walter Born.

It is in order at this point to congratulate Brother C. C. Netz, the author of our By-Laws, who the writer understands was ably assisted in this difficult task by Brothers Bodley, Morgan and Born.

When four master minds such as these get together something is bound to result. Brother Netz was also the author of our original By-Laws, and is entitled to a cheer from our entire membership for a difficult task well done. The next most important business was the naming of the various committees by President Morgan, as follows:

Entertainment Committee: Walter E. Whiteside, Chairman; Jack Wilson and W. H. Morgan. Auditing Committee: Jas. W. Bodley, Chairman; H. H. Peterson and C. C. Fischer. Membership Committee: Supervisor, Leo Bean; Division One, R. E. Jones; Division Three, W. M. Southers; Division Four, H. F. Hames; Division Five, W. H. Morgan; Vernon Yards, L. F. Sparks; Garage, J. H. (Howard) McCornack; Building, R. A. Pierson; South Park Shops, Joe Steenrod. Sick Committee: Johnny Miller, Chairman; J. F. McCormick, C. F. Kirkland, W. B. Mills, D. C. Weston, M. E. McCune and G. G. Scott.

Brother Phil Klingelsmith was re-appointed to again take charge of conferring degrees on new brothers, which we all know from observation, will be conducted with the same degree of perfection as heretofore. Phil, the good old "workhorse," will select his own team and members who have not yet witnessed degree work done by our team, should by all means make it a point to do so at the first opportunity.

At this writing final arrangements have not been completed for our February meeting, but full details will be outlined in our regular bulletin to members.

It is hoped that you brothers who have not been able to attend meetings regularly in the past, can make arrangements to do so in the future, as it is the desire of your officers to provide a pleasant evening once each month for you. It is suggested that you attend our February meeting and see for yourself what is being done.

You are assured of an enjoyable evening.

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On January 21, 1934 Brother Reinier Van Soest passed away after a short illness. He was a member of South Park Lodge No. 563 F. and A. M., also a member of our Club.

He leaves a widow and fifteen year old daughter.

Funeral was held on January 25, 1934 from W. A. Brown, Inc., Funeral Directors.

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## COMPASS POINTS

Before Mrs. Andy Egan would allow "Cupid" out to attend our January meeting, she insisted that Clarence Fischer accompany him to see that he kept to the straight and narrow path. However, before the evening was over, "The Blond Bombshell", known as Scotty, got in her deadly work on Clarence so much so, that we suggest that the Club appoint a committee to take these fellows in charge.

What chance have we bachelors?

---

It certainly looked like "seldom seen" night as we noticed the following brothers present: Geo. W. Bridger, M. F. Hurst, C. O. Ashton, Teddie Parson, Elmer Wood.

These brothers requested that we publish the above to serve as an alibi.

---

There was considerable disturbance on the west side of the dining-room, and on investigation it was found that

Billy Yandell and Ray Diddoo were sitting side by side. What was at first thought to be a duet, proved only that these brothers were enjoying their soup.

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Have you noticed that Bert Reid and Bill Taylor always sit together? There must be a reason for this, possibly the same can apply to Leo Bean and Charlie Polchow.

This will bear investigation.

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Brother Herbert Gaskell apparently had been on a diet for several days preceding our meeting as several comments were heard regarding his wonderful appetite.

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Marshall Rex has been requested hereafter, to seat Brother T. T. Tripney so that reflected light from his shining dome will not bother those in his immediate vicinity.

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Kelly (Beau Brummel) Holmes, the boy with the smiling face and chestnut hair, had very little to say, but seemed to enjoy himself immensely.

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We have not been able to date, to discover just what caused brother Wm. A. Jermy to indulge in forty winks, although it has been suggested that Walter Born's soothing voice during the reading of our By-Laws, was responsible.

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Our Chairman of the Entertainment Committee, Walter E. Whiteside, seems to be a publicity fiend, inasmuch as your Scribe has received several invitations to dine at his home. However, to date, we have declined, fearing that in addition he may render a piano solo—Heaven forbid!

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What has happened to our Past Presidents? With the exception of one or two who attend meeting regularly, the others are conspicuous by their absence.

Joe "Old Faithful" Steenrod seldom fails and is always willing to lend a helping hand.

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Smiling W. H. Morgan of Division Five, was put on the spot, being selected as a member of the so-called Entertainment Committee. Tough luck, brother, is your insurance paid up?

**Famous Last Words:  
Come to Our February Meeting.**

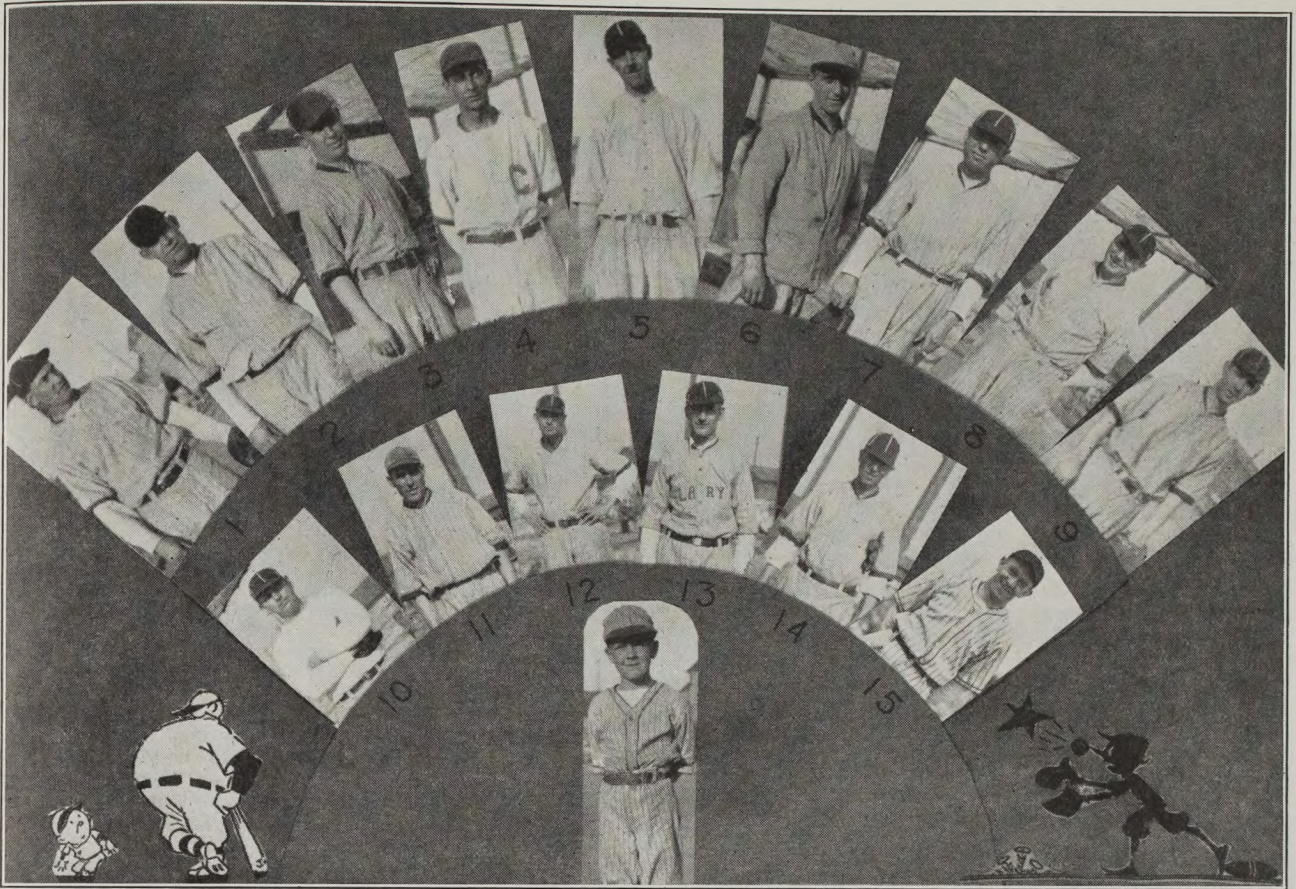
Fraternally yours,  
JACK K. WILSON,  
*Director of Publicity.*

---

## Wanted to Buy

Secondhand bicycle for boy, 26 size. Must be in good condition. Call Room 601, main office building or phone Station 61.





1. "Billy" Vaughn, (Manager), C; 2. "Chuck" Roth, P; 3. Bob Mitchell, 2B; 4. Andy Lynn, P; 5. C. McAtee, RF; 6. V. C. Spitz, SS; 7. "Billy" Vejar, SS; 8. "Dutch" Wagner, RF; 9. "Pete" Ritter, 1B; 10. "Lefty" Gates, P; 11. Tom Camack, LF; 12. "Bill" Anderson, C; 13. George Capps, RF; 14. Ray Baudisch, 3B; 15. "Rube" Gibbs, (Captain), CF; lower center is Mascot, Glen Vaughn.

## Division Four at Bat

"—Root! Root! Root for the home team!  
If they don't win it's a shame,  
For it's One! Two! Three strikes  
and out  
At the old ball game."

Yes siree, folks, it's the home team, composed entirely of Division Four trainmen and there's lots of room for rooters on the home grounds, the Los Angeles Railway Ball Park at Vernon Yard. The games are announced on the Division Four Bulletin Board and are played on Sunday afternoons.

Conductor Billie Vaughn was the leading spirit in the organizing of the men three months ago and Motorman G. R. "Rube" Gibbs has proved himself to be an excellent captain. In a very short time an audit of each prospective player's ability was made and the work of placing completed.

In the past two months the team has experienced both the glory of winning and the misfortune of losing. The remarkable feature of the games is the way Billy has of keeping the players in high spirits, doing their utmost right to the finish.

Superintendent L. L. Wimberly is among the most ardent fans and sel-

dom misses a game. On one occasion recently (January 28th) the team was about to play a game with the Swift and Company team. Mr. Wimberly was asked to umpire. He cheerfully stepped over behind the pitcher and got down to business. Superintendent Wimberly had over two years of pitching in semi-pro baseball before entering the Los Angeles Railway service. That was twenty-four years ago but the love of the game is still with him and "Wim" proved himself a very efficient umpire.

It is a real pleasure for Two Bells to introduce the Division Four Baseball Team.

## Enforced Vacation

Arthur H. Warren, Chief District Supervisor, was laid up with the flu for several days but has returned to his post of duty.

Supervisor W. P. Perry successfully evaded any injury in traffic but went home and stepped on a nail in his own garage. Consequently Mr. Perry is taking an enforced vacation.

## What-a-Man Sparks

Eureka! We have found him, The Superman, none other than our congenial Mahatma (Sparks). A day or so ago he was asked to investigate a sign which had fallen over on the private right of way in the town of Lennox, and in his report he stated that he lifted this sign and guessed that it weighed 250 pounds. What-a-man! What-a-man! We have all types at Vernon Yard.

## Complaints

Classifications	Loss		
	Dec. 1933	Jan. 1934	or Gain
Discourtesy .....	23	27	4
Fare and transfer trouble .....	35	34	-1
Starting too soon .....	7	4	-3
Passing up passengers .....	9	3	-6
Carrying passengers past stop .....	7	10	3
Dangerous operation .....	0	0	0
Short change .....	10	13	3
Service .....	8	5	-3
Miscellaneous .....	29	29	0
	128	125	-3

# Veterans Activities

The general business meeting of the Los Angeles Railway Veterans Club was held at Patriotic Hall, January 4th, at which time the following officers were elected:

Club Commander, J. A. Madigan; First Vice Commander, Andy Duncan; Second Vice Commander, L. D. Gordon; Adjutant, H. F. Nelson; Finance Officer, R. C. Hoyle; Chaplain, C. J. Jackson; Sergeant at Arms, L. L. Leasman.

Commander Madigan made the following appointments: Department Commander Division One, W. V. McCafferty; Department Commander Division Three, L. E. Barkley; Department Commander Division Four, R. H. Manning; Department Commander Division Five, L. E. Sausser. Other appointments will be announced later.

Sergeant at Arms Leasman asked for the privilege of choosing his Color Bearers and Color Guards. This was granted and the following comrades were chosen by him: G. H. Stone, C. W. Hannon, C. H. Finney and J. L. Story.

The date for the joint installation of officers of the Club and the Auxiliary was set for Saturday, February 17th, to be held at Patriotic Hall.

Past Commander Jack Angel will be in charge of the installation ceremonies and you know he can put on a snappy performance. It is also rumored that the Auxiliary will serve refreshments after the meeting.

The officers will be decked out in their new dress uniforms, and the Auxiliary will be in uniform, so this should make a very colorful spectacle.

We would like very much to swell our membership this year and this can be done by those who have not been contacted getting in touch with the man representing the Club at each Division. Many of you men who have just entered the service of the Company are eligible and we want you as members, so let's get together.

Let everyone make a special effort to attend the doings on February 17th and help Commander Jimmy start his year off with a bang!

H. F. NELSON, *Adjutant*.

## Journey's End

Edward Henry Link, Flagman in the Transportation Department, passed away on January 6th. He was born in Columbus, Wisconsin and was employed by this Company as a conductor at Division One on August 24, 1901. He later transferred to Division Two and then to Division Five and was appointed flagman June 1, 1933. He was a member of I. O. O. F. No. 33, Los Angeles. Mr. Link is survived by his wife.

\* \* \*

Motorman Perry N. Stewart, of Division Five, died on January 13th. He was born in Indianapolis, Indiana and was employed by the Company as a motorman on July 5, 1927. Mr. Stewart is survived by his wife and a daughter.

\* \* \*

George Feller, of the Special Roll, passed away January 16th. He was born at Xenia, Ohio and was employed as a motorman by the Company on December 15, 1891. On November 8, 1921 he was appointed information man and on April 1, 1933 he was placed on the Special Roll. He was a member of I. O. O. F. Golden Rule Lodge No. 160 of Los Angeles. Mr. Feller is survived by his wife, a son and a daughter.

\* \* \*

Archibald M. McFadden, Flagman in the Transportation Department, passed away on January 18th. Mr. McFadden was born in Crawford,

Iowa and was employed as a motorman by the Company on October 23, 1902. He was appointed flagman June 6, 1924. He was a member of K. of P. No. 297, Los Angeles. Mr. McFadden is survived by his wife.

\* \* \*

Herman Fred Kadow, of the Special Roll, died on January 21st. He was born in Germany and was employed by this Company as a coil winder on November 10, 1910. He was placed on the Special Roll March 1, 1930. He was a member of A. O. U. W. of Kansas. Mr. Kadow is survived by two sons.

\* \* \*

Reinier Van Soest, Motorman at Division Five, passed away January 22nd. He was born in Stryen, Holland and was employed as a motorman at Division Two on July 30, 1913. He was transferred to Division Five on July 31, 1932. Mr. Van Soest was a member of Knights & Ladies of Security Lodge No. 357, Los Angeles, and of South Park Lodge No. 563 F. and A. M., Los Angeles. Mr. Van Soest is survived by his wife and a daughter.

\* \* \*

Estanisalao Garcia, Blacksmith Helper in the Way and Structure Department, died January 29th. He was born in Guanaguato, Mexico and was employed as a laborer in the Way and Structures Department on October 1, 1912. Mr. Garcia was transferred to blacksmith helper November 2, 1925.

## Auxiliary

Ladies and gentlemen! We extend to all of you an invitation to be our Valentine on the night of February 17th, which incidently happens to fall on a Saturday, and at which time officers chosen for the year 1934 will be installed in joint ceremonies with those chosen to serve the Veterans' Club.

We have several new faces in our Official Family this year and we pledge to them our support in all matters.

Our new officials are: Alice L. Deane, President; Helen Nelson, Senior Vice-President; Gladys Gordon, Junior Vice-President; Esther L. Williams, Secretary; Susie B. Hannon, Treasurer; Theresa V. Madigan, Chaplain; Adeline Eidsen, Patriotic Instructor; Esther Wickham, Conductor; Isabella Hoyle, Color Bearer; Mae F. Corse, Standard Bearer; Edith Duncan, Trustee; Marie Manning, Guard and Ethel Sausser, Pianist.

We have plans for an extremely full year ahead of us, and we need the co-operation of each and every member to make these plans a success.

To you ladies who have sent in your applications, but who have not as yet attended, why not start the new year in right by joining with us and enjoying all the good times that are ahead of us? Meet with us at our next meeting night which will be Wednesday, February 21st, Harding Hall, at 8:00 P. M. We will be on the lookout for you.

ESTHER L. WILLIAMS, *Secretary*.

## For Rent

Well furnished 4 or 5 room house, reasonable rent. 4424 Crocker Street, P. J. Boyer, Flagman.

\* \* \*

Houses, furnished and unfurnished. Samson Edwards, 1009 South Alma Street.

The oldest national flag in the world is that of Denmark; it has been used since 1219.

## Appreciations

Letters of appreciation for kindnesses and sympathy extended to them in their time of sorrow have been received by the Company from Richard Haynes; Mrs. Eliza A. McFadden, William Kennedy and Mr. and Mrs. Frank Kennedy; Clarence F. Kadow and Robert J. Kadow; Mrs. Perry Stewart and Family; and Anna G. Link.



Satisfied and also contented is the spirit that is now displayed at the various divisions. This is especially true among the many that have recently been added to our personnel. The past few years have been long and lean, and made many of these boys all lanky, but the wrinkles in the vicinity of the abdomen are fast disappearing, and their loved ones are now enjoying a satisfied existence that is assured when the pay check comes in regularly.

The happy smiles in this pictures were taken early in the month at Division Three.

## Honor Roll News

A called meeting of the Honor Roll Employees of the Los Angeles Railway Corporation was held January 16, 1934, with an attendance of 57 members. A letter was read from the Los Angeles Railway Employees Association, inviting the Honor Roll Employees to become honorary members of their Association. The invitation was accepted, and the Secretary instructed to furnish them with a list of our members.

The next Regular Meeting will be on Tuesday, March 6, 1934, in the Lecture Room, Division Four, at 2:30 P. M.

It is our hope, that we as honorary members of the Los Angeles Railway Employees Association, may be able to promote:

1. Adequate National Old Age Pensions.
2. Unemployment Insurance.
3. That we may have, at least, a full discussion of the advisability of a national law enacted which will favor the removal of the "age limit" and retirement.

From a social standpoint, it is our hope that the Honor Roll membership will conclude, by vote at the March meeting to issue an invitation to entertain the wives of the members at the April 3rd meeting. It is possible we may be able to persuade Edwards Brothers to present their moving picture "Empire of Grandeur," which was very greatly enjoyed at the Square and Compass Meeting on January 20th.

GEO. A. PRICHARD, *Secretary.*

## Witnesses

Division Four still holds the lead in the average number of witnesses per accident, although in January all four Divisions increased their averages over December.

Comparative figures for the average number of witnesses per accident for December, 1933 and January, 1934 are as follows:

Div. 4.....	5.09	Div. 4.....	5.56
Div. 3.....	4.66	Div. 3.....	4.90
Div. 5.....	4.30	Div. 5.....	4.51
Div. 1.....	3.80	Div. 1.....	4.26

The number of accidents was reduced from 1,509 in December to 1,254 in January.

The total average of witnesses per accident for all Divisions for January was 4.82—a little better than the 4.47 average in December.

Wife (to seasick husband): "Look John, over there. Such a big ship!"

Husband: I don't want to see any ships. Call me when you see a bus.

"Those girls are alike. They must be twins."

"No relation. They patronize the same beauty parlor."

The strong man, gleaming knife in hand, gazed at the smooth, white body in the water. "I cannot do it!" he groaned. "It is not man's work." Tears streamed from his eyes. The woman, with a look of utter scorn, seized the knife—and finished peeling the onions!

"What becomes of all these love triangles?"

"Most of 'em turn into wrecktangles."

The one indispensable auto accessory is an income.

## Scouts

Boy Scout Troop 45 went on a nature hike on January 28th. We went to the beach at the mouth of Topanga Canyon and hiked up into the hills where we identified many kinds of plants and birds.

We came down to the beach to cook our dinner and after we had eaten we studied sea plants and animals.

Only one Scout, Herb Spencer, was brave enough to go in swimming in the cold water.

Vanon Dyson is back again, none the worse for his serious accident.

The Troop is progressing fine but we still could use more new members.

BOB BOWER, *Publicity Manager.*

LYNN WEBER, *Two Bells Reporter.*

The following letter was received by Scoutmaster Bower at Division One and is self explanatory:

66th Street School.

January 5, 1934.

Mr. R. W. Bower, Scout Master,  
Div. No. 1, L. A. Ry. Co.,  
Los Angeles, Calif.

Dear Mr. Bower:

We wish to commend to you two Scouts, Elford Kline and Bob Bower, for their willingness and help in delivering thirty-one Christmas baskets to our needy families.

Yours very truly,  
66th St. School P. T. A.,  
Mrs. Lillian McGann,

Secretary.

Ceremonies are different in every country but true politeness is everywhere the same.—Goldsmith.



Conductor J. E. Adair of Division One and his seven months old daughter Charlotte Mae. This picture was taken on Christmas day.



## Division One

H. N. COLE

While on his way home one evening Motorman R. D. Tolliver found a little two year old baby boy, with his little nightie on apparently dressed for bed, walking down Spence Street. He picked him up and left him in charge of a lady in a near-by house, while he canvassed the neighborhood. About two blocks away he finally came across a lady who had a boy answering to his description, but her boy was in bed. No, it couldn't be her boy. But to make sure she looked and found the little bed empty. Yes it was her boy, and was she happy to get him back safe!

Motorman A. B. Stewart is back on the works after being on the sick list for over three weeks. He says that after recovering from the flu a big kink got in his back and just as he got that straightened out he was seized with a case of ptomaine poisoning, otherwise he would have had a pretty good time and a good rest.

Conductor P. M. Brewis has been called to Victoria, Canada, on account of the serious illness of his father.

Conductor G. J. Frantz is spending eighty days in Oregon on account of business.

On account of ill health Conductor S. C. Scott is spending a while in Marysville, Utah, where he hopes to recuperate.

Conductor E. L. Ayers has taken an indefinite leave of absence and has gone to Oakhurst to recuperate.

Motorman B. B. Parvin went to the hospital on February fifth for a minor operation. He expects to remain there for about two weeks and then take a four weeks rest up and then be back on the job, better than ever.

After three months on the sick list Motorman S. H. McGary returned to his

duties on Monday, January 29th.

Conductor C. J. Clark says there is something wrong with him when he forgets there is a change in his Saturday's time and he comes down an hour too early.

When Conductor E. R. Tomlin went out in the shed to get his new 1933 model Chevrolet, he found it was gone. A few days later it was found somewhere in the outskirts of the city, all stripped of everything of value.

News of the death of his father was received by Motorman B. B. Darnell a few days ago.

Conductor C. O. Ashton has been confined to his home for several days on account of having sprained some ligaments in his shoulder. He is back on the job now but not quite normal.

Conductor J. W. Courtwright was at Seventh and Hill with three minutes in which to make relief at Seventh and Central. With the aid of a Yellow cab he barely made it, but he was fifty cents poorer and all out of breath.

Motorman Nate Robinson was giving a lift to Motorman W. A. Bence and Conductor R. W. Bower when a black cat crossed the street in front of them. A mere suggestion from Bower and Nate turned around and drove a mile out of his way in order to offset the evil spell, and yet he says he is not superstitious!

For about a week Conductor H. H. Wulf carried his thumb in a sling. He explained just how it all happened but it was hard to understand, so we will skip it. Any way he is O. K. now, and that is what counts.

This will probably not happen again in a hundred years. We have three Vernoy brothers, all conductors. During the course of a day, all three worked the same train run, K. C. relieved L. F. and later O. L. relieved K. C.

It is reported that Conductor John Hunsaker is in a hospital and will undergo an operation for appendicitis.

The condition of Conductor C. F. Eastman is reported as improving. He was taken to the hospital from the scene of an accident at 51st and Avalon, January 13th. An automobile struck him while he was on his way to work, and it was reported that his leg and several fingers were broken.

Conductors L. R. Edwards and E. S. Wright are taking some time off via the sick list.

Motormen J. P. Kinnealy and M. A. Kilgo have returned to their duties after being off for some time on account of illness.

Motorman D. F. Hodges, who has been indisposed for several weeks, is reported as improving.

At this time Motormen J. A. Gonwin and J. E. Crawford are on sick leave.

Operator M. E. Cubberly, who has been ill for several weeks, expects to be able to return to his duties very soon.

At this writing Operators J. L. Kline and S. Ashworth are off on account of illness. They hope to be back at an early date.

\* \* \*

### Married

Motorman L. Burnett of Division One, and Mrs. Minerva Haase were married on December 30, 1933.



This handsome couple is Conductor and Mrs. Ray Kelly.

Mr. Kelly is one of our new comers, and is a son of Conductor Pat Kelly of Division One.



## Division Three

L. VOLNER

For many years Jarvis Phillips has been known as a conductor, but he will not be known by that title any more as his length of service has put him on the regular flagging roll, and he will act in that capacity in the future.

During the New Year's flood Motorman F. M. Newell was at his home in La Crescenta, and on account of the washouts and other obstructions was kept from duty for about one week.



The little girl holding tight to her pet chicken is Lorena Fay Loftin, age two years, daughter of Conductor G. J. Loftin of Division Three.

During December Motorman A. E. Tuffing and wife were called to Lubbock, Texas, on account of the serious illness of a son. Mr. Tuffing visited for a few days, then returned to duty, leaving Mrs. Tuffing with the son, who passed away after Mr. Tuffing had arrived in Los Angeles. The sympathy of the men of Division Three is extended to Mr. and Mrs. Tuffing.

Operator F. T. Atkinson of the "B" Line was stabbed by a bandit during a holdup on the night of January 12th. At this writing he is up and around but has not yet returned to duty.

Operator R. W. Heaney was also stabbed in a holdup of his car, but no serious damage was done.

The "N" Line is now being called the Brothers Line on account of three sets of

brothers acting as operators. They are: L. L. Sweet and W. V. Sweet; G. M. Martin and J. M. Martin; G. H. Wright and J. F. Wright.

\* \* \*

#### Married

For some time we have been wondering why the broad smile on the countenance of Operator H. J. Vail of the "B" Line, but at last the question has been solved, for Mr. Vail has taken unto himself a wife. The lady was Miss Marie Trotter of Augusta, Kansas. Division Three wishes them the best of everything, and a long and happy life.

\* \* \*

One of our conductors recently brought in a new one. He was on a pull-in trip, and notified passengers that they were going to the barn. A lady asked him if he would transfer her to another car as she did not care to go to the stable.

A. M. McFadden, a former motorman of Division Three but for some time past acting as a flagman, passed away during the first part of January. Mr. McFadden entered the employ of the Los Angeles Railway as a motorman in 1902. Division Three extends its heartfelt sympathy to his family.

Hearing the Car Barn Cafe was to have strawberries on its menu for that day, our Superintendent, Geo. E. Ferguson, did not want a missout charged up to himself, so instead of going to lunch at his regular time—11:30—he made it 10:30 on that date.

Conductor W. S. Rice is stepping high these days on account of the arrival of a new son and heir in the family of Mr. and Mrs. Frank Bush. Mrs. Bush is the youngest daughter of the above named gentleman. The grandparents are both outdoing each other in their efforts to provide a suitable welcome for the new arrival.

Ye Scribe paid a visit to the Car Barn Cafe the latter part of January and found Mr. Tuttle very busily engaged in the installation of an automatic meat slicer and also the latest improved bread-slicing machine. Tuttle says the only thing he hopes is that some bright mind will invent a slicing machine shaped like a turkey or chicken, so that he can get more orders per bird, and possibly be able to make a reduction in the price of this particular form of food. The fact that this popular cafe is up to the minute was evidenced by the appearance of fresh strawberries on their menu for many days during January.

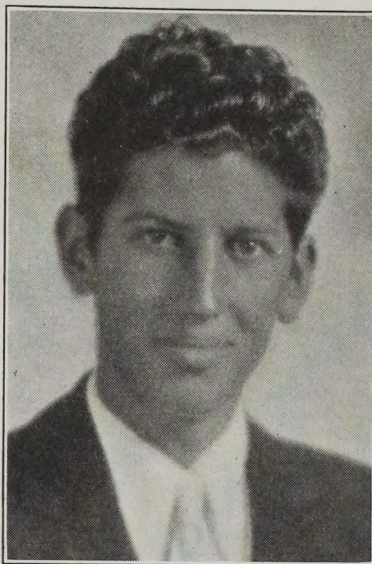


## Division Four

C. J. KNITTLE

#### Wedding

'Way back in November a well known conductor, C. D. Stevenson, was married. C. D. evidently overlooked reporting the event immediately to our Vital Statistician and this is the first chance Two Bells has had to pass the good news along. The fortunate lady was formerly Patricia Adams and though we're late with the news, we insist on saying, "Best wishes, C. D."



John A. Cresto

This is the month of February and February is the month of midwinter graduates. I want to bust right into the news with this picture of John A. Cresto because John graduated from Los Angeles High School on February 2nd and entered Los Angeles Junior College on February 5th. John left L. A. High with an enviable record, not alone for his studies but for his work as captain of the second baseball team and his clever contributions to the sport columns of the "Blue and White," the school paper. John is eighteen and a son of Conductor J. J. Cresto of Division Four. He will specialize in Journalism at L. A. J. C. Best wishes, Buddy. Stick to it.

Nearly fourteen years have passed since I wrote my first news column for Two Bells but I've just learned an important thing about "scribing." If the account of a marriage reaches the Scribe indirectly, it is well to get in touch with the newlyweds or, at least, the alleged groom, to certify the report.

In last month's issue a well known Division Four conductor was credited with having embarked on matrimonial waters. For two or three weeks immediately following he was besieged with friends and their congratulations. "It's not true," he would quickly explain. "Someone turned in a false report." But this only reduced the Two Bells account to a reasonable doubt.

The worst of it all, the Stove Pipe Committee came very near giving the harassed trainman the customary session down in the boiler room, stripped and dolled up in a woman's night gown.

Conductor C. O. Haughen was the victim of the report. My apology to you, C. O.

\* \* \*

We note that Dutch (George) Wagner is getting pretty ritzy with his derby hat, spats, and what-have-you, but he is also getting absent-minded. Thursday, January 25th, Dutch was trying on caps, which C. D. Clark sells, and laid his cap down in the meantime. It came time for

his run as he had to make relief, and he left the barn wearing one of C. D.'s new caps instead of his own and did not discover it until he reached Rimpau. So he phoned in he was there with no cap numbers. Foreman Boyd has resolved to see that Dutch has a guardian hereafter, to see that he is properly equipped before starting work.

Line "A" crews received a new schedule and had a line shakeup January 5th. Four runs were added.

At the time of this writing Motorman R. Q. Stanford was suffering with a carbuncle on the back of his neck and Conductor O. E. Goodwin was nursing a new moustache.

Division Four now has four hundred and seventy-eight trainmen.

Mary E. Weaver, nine year old daughter of Operator E. B. Weaver, was rushed to the Angeles Hospital January 12th and operated on for acute appendicitis. We are glad to state little Mary is well on the way to recovery. She was taken home on January 22nd.

Conductor W. D. Grimes resigned January 10th and is now proprietor of a beer garden in Belvedere.



Donna Mae Hinds. Donna is the seventeen months old daughter of Conductor Don A. Hinds of Division Four. Donna-Don A. (There's a connection there, somehow!) Anyhow, Donna is a mighty sweet little girl and has blue eyes.

The trainmen's meetings on January 17th were well attended and the subjects of the speakers were well received. Chief Instructor Dan Healy, Johnnie Collins, Superintendent of the Meter-Mileage Department, and Executive Superintendent of Operation Ernie Dye gave the talks.

Brevity is the soul of wit and also a great time saver. An "A" car rolled up to 24th and Vermont one Saturday morning recently. The operator, Motorman A. J. Lang, motioned Supervisor H. M. Farr to "come hither."

"Get me a relief," said Lang.

"What's the trouble?" asked Farr.

Lang shook his head and rubbed the lower part of his vest.

"O. K." replied Farr. The car sped away. Farr grabbed the phone and asked for Division Four.

"Hello," yelled the clerk.  
 "Supervisor Farr speaking, Line "A." Relieve A. J. Lang. Reason, B. A."

"Has a belly ache? O. K., we'll see what we can do," replied the clerk snappily, and hung up.

—and here's a bouquet that will not appear in the Bouquet column because it was mailed direct to the trainman, Conductor R. F. Colvett. Mrs. D. Heller is the writer and she thanks Conductor Colvett for paying her fare three times. Three tokens were enclosed.

A last minute report states that Motorman Charles Webster Allen resigned February 1st to go into the beer business with his brother. Sorry we can't find Charlie at this moment, and the printer's boy is waiting for this copy, but whatever phase of the business Charlie is going into—a garden or a tank wagon—we wish him the best of luck.



## Division Five

FRED MASON

Well, it won't be long now before we hear the shout "Play ball", and we are looking forward to having an excellent team this year. Among the new men who have entered the service recently we have some very good material and, according to Manager Roy Platner, we will be up there among them this year. To do this we will not have to carry our own umpires, Tex Bourland and Kellogg, as we did last year. However, they are figuring on getting in on some of the games as they have been working out on the handball court and have gotten so they can raise one arm (that being enough) above the shoulder.

By the way, our handball court, which is located in the rear of the Division office, is getting quite a play and several of the boys have shed several pounds of avoirdupois banging the elusive ball up against the wall. Motorman Floyd Chanslor claims the championship so far, he having snowed Motorman H. F. Snow under in the singles.

Conductor Paul Hampton arrived back from his thirty day trip O. K. Said he had a wonderful time with his folks in Port Arthur, Texas, and brought back with him a large supply of that good Louisiana Cane Ribbon Syrup.

Conductor C. L. Walinder was very much broken up over losing his wire-haired fox terrier and after three days of advertising and radio broadcasting "Jerry" was found sleeping on his own front porch at an early hour in the morning when his master stepped out to bring in the milk. Needless to say, both were very happy.

\* \* \*

### Married

Here's one of those little affairs that just can't be kept a secret and Conductor Sam Thomason is the big shot. We have

just found out that Sam finished up the year 1933 a married man, he having married Miss Hazel Renicke, of Bullock's Department Store, on December 31, 1933. The ceremony was performed at the Emmanuel Presbyterian Church, Wilshire Boulevard. The boys of Division Five join in wishing Mr. and Mrs. Thomason their best wishes for a long and happy married life.

\* \* \*

Believe it or not, Clerk "Baldy" DeMuth has gone air-minded and he and his pilot, Conductor T. H. Wood, take off quite often and look us over from up above. He is figuring on trying out a parachute in the near future and if it doesn't work he said he'll take it back.

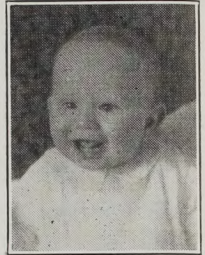


Here we have Conductor Fred Buxton, of Division Five, with a small part of his catch of rock cod. The one in "Buck's" left hand weighs sixteen pounds and the other is a twelve pounder. The sixteen pounder was the largest caught on the boat, so that accounts for "Buck's" chest bursting through his sweater. And here we have little Freddie Buxton, "Buck's" three year old nipper and pride and joy, with his rod and catch. And to let you on to a little secret, folks, if it wasn't for little "Bucky" there would be lots of times his "Dad-den" would come back empty handed.

Somewhere on the desert around Palm-dale there are, or should be, some very happy little bunnies, if they only knew. A big, bad wolf, in the person of Foreman Jim Madigan, gave them a very unhappy sixty minutes one recent Sunday morning. Some of them fell before his withering fire, and then again some did not, and it is the latter who should appreciate this piece of news. He came in Monday morning clear of eye and with the whang of the desert still in his nostrils and told us the story of how they fell. Tuesday morning came, but lo, no Jim Madigan. A blister on his heel had laid him low and the big, bad wolf was unable to walk or even drive his car. When he did return, it was with a decided limp and, of course, when answering several queries as to what the trouble was, he replied, "Oh, I went out on the desert and got a blister."

Several of the boys snapped back with "Yeah, blonde or brunette?" However, the heel has now healed up and the big boy is now on his toes.

Introducing to you, ladies and gentlemen, James Edward Clark, eight months old grandson of Conductor A. A. Bradley, of Division Five. This picture was taken at the age of five months and his daddy is Ex-Conductor Jimmy Clark, of Division Five.



JACK BAILEY

We know Ye Editor is desirous of making this a truly respectable issue. We hope her minutest desires are more than realized and toward that end we contribute the month's best scandal tips.

That tired look that has appeared on Truckman Ed Lendy's face can be charged to a new sixteen tube radio that gets places and says things far into the night, any night.

Truckman Roy Williams boasts of everything from parlor to bath in his new five room home in South Gate. Roy started us to thinking when he said, "Now I really enjoy a bath." Ah, well, even our best friends won't explain that.

The boys of the Truck Shop are preparing to submit a petition to prevent profiteering on milk sales negotiated between Janitor N. Winston and the grocer. So, do not be surprised if a session of kangaroo court is called in the near future.

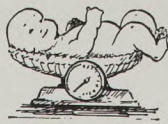
Was he handsome? Ask Bill Davis, who fell victim to a pickpocket while enjoying the last football game at the Coliseum. Any old tokens will be appreciated by Bill in the absence of his pass for the next thirty days.

It would be a shame to deprive the gentle readers of Two Bells the pleasure of giving one of its ex-scribes some of his own medicine. The person in mind is H. K. Conacher, one time Walter Winchell of the Mechanical Divisions. Harold, as far back as we can remember, has always graced that handsome head of his with an old low winged model slouch hat. Now, to the surprise of all, especially the watchman who failed to recognize him and threatened to throw him out on his ear, Harold has donned a brand new 1934 model cap. Wasn't the depression awful?

Famous last words: "Have you got your license plates or have they got you?"

No new faces have made their appearance on our 1934 Soccer Team. The ag-

gregation seems to have gone into a slump for some unknown reason. Only eight players showed up at a match game with the L. A. Junior College, and we were defeated, 5 to 1. On Saturday, January 20th and January 27th, only a mere handful turned out in defense of the Lary colors with the Los Angeles Playground's new club, but we were successful in one victory and one tie with the help of outside players. Let's see some of you fellows out next month.



# BIRTHS

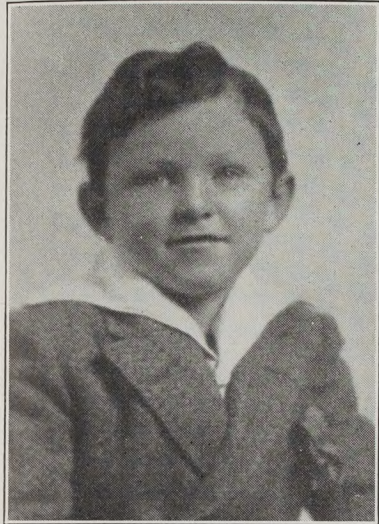
A new addition to this family. A nine and one-half pound baby boy arrived at the home of Conductor and Mrs. C. C. Townsend, of Division One, on January 23rd. His name is Ernie Roy.

\* \* \*

The announcement of the birth of a baby boy at the home of Conductor H. B. Webb of Division Four was received two days too late for the last issue of Two Bells. We are glad, however, to pass the good news along at this time and extend our best wishes to the happy mother and the proud father. The little one arrived December 26th and weighed nine pounds and two ounces.

\* \* \*

Dr. Stork left baby daughters at two Division Five Mechanical homes in January. To Mr. and Mrs. Otto Schnidier a daughter was born on January 3rd, and on January 13th a daughter arrived at the home of Mr. and Mrs. Johnnie Walker. Congratulations and thanks for the cigars.



This earnest little man is George Yale, Jr. age 11 years, son of George Yale of the Carpenter Shop.

Now that J. M. Spearing has recuperated from a carbuncle on his neck, the Carpenter Shop is again functioning 100%. Joe had to have new heels on his shoes due to the stiff neck. He also had to wear the latest Hollywood non-collared striped sweaters and was given a new moniker of "Carbuncle Bill, the Sailor," by Si Watts.

We wish to introduce some comparatively new boys in our establishment. They are E. Bakesef, of the Drafting Room; A. Winston and I. Coffey, of the Truck Department, and B. Mathis of the Paint Department.

Will buy one very good pair of hip boots or will trade one car for a good row boat. See W. Brown of the Register Room.

E. L. King, Blacksmith, was loaned to Vernon Yard. The boys are afraid that King will become homesick for his native state, Texas, if he has to stay very long out there among "them thar cow pens."

To W. Brown, of the Register Room, and family goes our sympathy in their hour of sorrow upon the loss of Mrs. Brown's mother.

\* \* \*

### Just Married

Last minute bulletin confirms the rumor that Thomas Standish, of the Air Room, had forsaken the rank of bachelor last January 6th. Thanks for the cigars, Tom, and may all your troubles be little ones. Congratulations and best wishes from the boys.



## Motor Coach Division

J. H. McCORNACK

We do our part in helping out the employment situation. Instructor M. Chamberlain has been very busy breaking in new men. They are J. E. Gardener, A. V. Hitch, F. H. Hubert, W. E. Prough, R. S. Wright, E. J. Berry, F. Miller, D. P. Tubbs, W. Roberts, A. A. Taber, M. F. Robinson, H. A. Koll and D. L. Gladwell.

The shake-up is over and L. A. Blevins will work Figueroa Sunday if the customers will have change. If not, they are so sorry.

R. L. Griffith will stick with Beverly. He is sure of unusual weather and counterfeit halves.

Run Sharp Gilson has moved over to Beverly from Melrose for a rest. On Beverly he carries his and his followers passengers but on Melrose he carries his and his second followers passengers.

Right half-back A. C. Davis has moved over to Beverly. He lays his good betting judgment to the line where he has ample time to think things out. No one can fix him up.

Supervisor W. H. Morgan pulled out 1913 when he was given 1903. But we all make little mistakes.

J. H. Sherwood has the lunch problem solved. He asks for the second cup of coffee and puts it in his thermos bottle and carries a cute little midget tea pot to pour it with.

Wimpy Owen is on a thirty day leave of absence visiting at Salt Lake City and resting up after a hard winter.

We would like to know why H. L. Deam and Jimmie Kresge pick runs on East 9th Street.

L. C. Hiersemann has moved his sleeping quarters to the waiting room. His clothes are still in cold storage.

We are sorry to learn that E. C. Pederson's father fell off a roof, receiving injuries which resulted in his death.

A. C. Davis bought a \$300.00 lemon. The tow car finally got it.

C. V. Coleman has been temporarily moved up to regular Supervisor. V. G. Smith is the present relief Supervisor.

M. H. Calvert missed out on the first day of the new schedule.

L. M. Graves has been under quarantine for diphtheria since the third of January.

G. Summers, B. D. Smith and F. E. Sherwood have been the recipients of bogus five and ten dollar bills.

A. E. Ramsey, sheik of the boulevard, is going over to Virgil Street.

Our boy manager, Jimmie Kresge, has laid up Tom Patrick for a while on account of a bad eye, but is developing a new heavy weight from Seattle.

Is she Pinkie's girl or isn't she? Anyway, she is someone to talk to.

### GARAGE

A sharp looking individual approached Dean Ovard and offered to sell him a string of genuine matched pearls for 50c. Dean was too smart to fall for a story like that but later got to thinking it over and knowing that he had a dollar that his wife had let him have for pocket money, figured it out that if his dollar was only 60c now, according to Roosevelt, he could buy the pearls, get 50c in change and really only be out a dime. That seemed a reasonable price to pay for a string of genuine matched pearls. So he told the man (you can't fool Dean) that if he would let a coach run over the pearls and if they were not damaged it was a deal. The test was made and the pearls stood it like all genuine matched pearls should. Dean rejoiced over his bargain till Bill Wilson dropped his shoe on them and shattered Dean's dollar and string of genuine pearls.

Our bowling Foreman, Doyle Rishel, is having a most brilliant year with Ted Merrill's team in the Beverly Hills League. A ten hundred series is getting to be a habit with them and they are in the lead in the second half. These boys are something to watch.

The wash rack came in for a lot of hard luck this month. A. C. Davis scalded his arm when he fell in the Okite tank, and Fred Hall is laid up with a broken leg. Eugene Hill and Ozie Lewings are the temporary men filling their places. Both injured men are doing nicely.

Wm. Buchanan resigned the 18th to go to Tennessee in regard to the settlement of an estate. He hopes to return to California soon but, owing to the uncertainty of the length of time that it will take to complete his business there, could not take a leave of absence. H. L. Prudhon,

a former employe of the Company, is with us again to take his place.

H. Vandenberg brings Dorothea to work almost every morning. Says that he guesses he will get his reward in heaven. She appreciates the ride though, because it is quite a task to carry two lunches.

Jack Stanfill was in for a short visit. He was on his way to Denver.

Dear Lee: Be sure to read the bulletins.

Wm. Decker thinks that putting a note on his hat is better than tying a string around his finger unless he forgets the hat.

A supreme court judge has ruled that it is not compulsory to yell "fore" when playing golf, but Wilson Turner still thinks that he might hit the ball.

Steen Parker wants to trade a half interest in his equity of a '29 Chrysler Coupe for a half interest in the equity of a home in South Gate. He gets that way every spring.

Anyone wishing to get a loan to take a vacation to parts unknown see Eddie Serabia.

A fine looking gentleman cruised around the Garage for several hours last Saturday morning before anyone recognized him. It was Bob Coenan with a hair cut and a shave all at the same time.

That old gray-headed rascal down at the west end of the Garage is Grandpa Turner.

Not many realize what an experienced man we have for Assistant Foreman on the Second Shift. Frank Bruner admits that he has performed operations on board ships, been a salesman for the American-La France Fire Engine Company, been a deputy sheriff of Orange County, was a guard at the nut farm, been on the fire department of Norwalk, was the first stage driver in California, was chief electrician of a sugar plant, has been a silk salesman, has seen service in Siberia and joined the Navy in 1908. It has been figured out that he is now about 102 years old.



F. F. ROBEY

### DIVISION ONE

The recent storm disabled some of our best equipment, mostly motors, but we were lucky because the service was maintained.

L. Kraus has been absent the past few days on account of the illness of his wife who underwent an operation. We hear the crisis has passed and she is getting along nicely.

V. R. Bell, who has had the Oregon fever for years, has finally purchased a ranch in Perris Valley and thinks Southern California is good enough for a real farmer.

Did it rain about a month ago? Ask Jimmie Bradley and he can tell you what happened in Northern California and also that it took seven horses to pull that good car of his out of the mud.

### DIVISION TWO

Some of the watchmen in this Department are getting younger again, or at least the general choice or shake-up which is effective February 15th makes them think they are back on the road again and choosing runs as in days of old.

W. S. Cohn has been bothered lately with eye trouble and the doctor advised dark glasses, but someone told us that was just a trick. He is only resting that eye and getting ready for another hunting trip.

Louis Danforth hobbled around a few days on account of a sprained ankle and foot, but he is better now.

W. S. Gregory is sure good. The other day he helped an operator out on account of a broken step on Car No. 457 and when car change was made he wasn't tired of helping so he took the O. K. car just far enough to have a truck take another loading step off and W. S. had to make another trip just to help the operator. But that's part of his business.

The sympathy of the Division is extended to Watchman Richard Haynes whose wife passed away on January 1st.

### DIVISION THREE

After a long wait H. Wescombe finally got a tow rope on Ed Muse's car and towed him home. Ed said the trouble was a broken connecting rod, but when they lifted the hood, there laid a large piece of cardboard hitting the fan. Imagine Ed's chagrin.

Jack Rappe returned to work after several days off with an infected thumb.

The mechanics at Division Three are finally getting back to normal after having their pictures in so many papers.

Frank Dyer says he has so many young ones to look after that he feels like a school teacher. But they can sure shine up the cars.

J. Whitlow, Forelady of cleaners, has joined the soup drinkers as she has had some of her molars extracted.

Our record still holds. No hot bearings even after the rain.

### DIVISION FOUR

C. Girrard spent Sunday rabbit hunting near Lancaster. Cecil said there were more hunters than rabbits.

Charles Means, Jr., returned to work after being off a few days with a sore leg, caused by a fall in the pit.

Henry Watts also returned to work after losing a few days due to a bad cold.

Oregon is a wonderful country. If you doubt it just ask C. Mullins, the carpenter. He is an authority on what he tells you.

### DIVISION FIVE

If you haven't two bits, beg or borrow it and take your yellow card and see the man in the office.

Congratulations to Andy Duncan. He has been appointed Vice-Commander of the Los Angeles Railway Veterans' Club. And maybe he has taken the first degree of the Nudists? He rolls his socks down over the top of his shoes!

Of course all we know is what we hear or read in the papers, but we understand that someone put chewing gum in Olin

Dewberry's mustache so he would have to shave it off.

Jimmie James is planning a trip for this week end—going to see just how far he can drive in two days.

Mr. and Mrs. A. G. Sundeen spent a couple of days in Twin Oaks Valley near Oceanside. They report a most enjoyable trip.

C. R. Fulton and family spent a day in the hills, hiking and taking pictures.

F. E. Dudley, Sr. is having some dental work done. He says, "There ain't no such thing as painless dentistry."



H. I. SCHAUER

Mike Finn, Bill Bramlette and Al Cuffman are all planning to play tennis. At least, they are interested whenever anyone passes by with a tennis racquet, and particularly, when said racquet bearer happens to be a winsome lassie clad in shorts.

Johnnie Hagerman and Pat Jinks nearly starved to death on the West Seventh Street job until Sam Bevilacqua moved his gang over there. Whenever Sam takes you to a restaurant, he wants you to have the best in the house and of course, he takes the same. BUT, he could out-fumble One Eyed Connolly when reaching for the check.

"Elsie" Thompson has finished his practice and now challenges any member of the Lary family to a game of golf. He has played one game, and claims to have defeated his opponent, who had a score of 145. (This was played on a regulation length course of eighteen holes.) Figures not available on "Elsie's" score.

Jim Maloney spent a couple of days on sick leave last month.

Frank South and his gang have been cleaning girder rail and report that people are being more careful about dropping tokens. Only about three hundred have been recovered to date.

Kelly Holmes has taken up dog training. He gives his lunch to the dog to carry and gets his training chasing the dog to recover his lunch.

Ed Fleming, Bob Gates and Jack Baldwin went rabbit hunting last month. Ed proudly stepped forth in new boots and with plenty of shells in his pockets. They claim to have bagged nineteen rabbits. However, on their return no game was distributed among their friends, and Jack claims that Ed stopped on the way home and bought some chickens for his wife to fry. O. K., Jack, maybe Ed's wife don't like rabbits and he couldn't kill 'em just for himself.

Ask Carle Hefington about his dry land, high dive. He sure showed his kids how the old master used to do funny tricks on the acting bar.

Estanisalo Garcia, blacksmith's helper, was struck by an automobile near his home on January 27th and died the next day in the hospital. He had been employed by the Company since October 1, 1912.