

TWO BELLS

A Happy New Year

To leave the old with a burst of song,
To recall the right and forgive the wrong;
To forget the thing that binds you fast
To the vain regrets of the year that's past;
To have the strength to let go your hold
Of the not worth while of the days grown old,
To dare to go forth with a purpose true,
To the unknown task of the year that's new;
To help your brother along the road
To do his work and lift his load;
To add your gift to the world's good cheer,
Is to have and to give a Happy New Year.

—Robert Brewster Beattie.



Let's Go!

Grace Freeman Pease

The trouble with the most of us,
(Yes, even me and you!)
We weep and rave; we crab and fuss,
Deplore we're impecunious;
The Future's somber hue!
We marvel where the money goes;
It's worry, night and day;
We pray that Fate will interpose
Before the Furies all foreclose
And sweep our hopes away.
Our zeal we waste at Worry's shrine,
(A faithless goddess, she!)
We strain and strive, and undermine
Our gifts and talents; power to shine
Through grim adversity.

For one, I'm through with Trouble's reign,
And those who whine and wail;
I'm through with worries that are vain,
I'm out to grin, and grow, and gain.
I'm on the UPWARD TRAIL!

1934

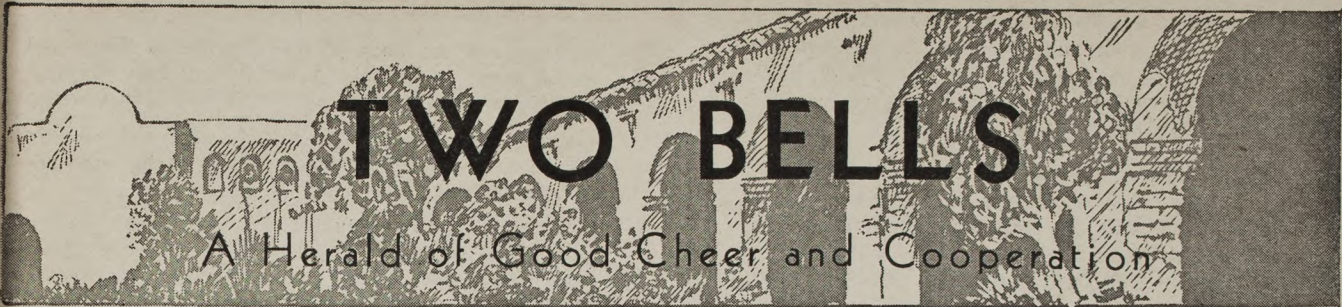
Resolved:

To *Make* Ten new friends.
To *Listen* Ten minutes each day to good music.
To *Save* Ten cents of every dollar I earn.
To *Read* Ten good books this year.
To *Learn* Ten new scientific facts.
To *Count* Ten before speaking when angry.
To *See* Ten best plays shown.
To *Laugh* Ten times each twenty-four hours.
To *Give* Ten shut-ins more of happiness.
To *Be* Ten-fold happier myself.

—*Grace Freeman Pease.*

Your Day

Let every dawn of morning be to you as the beginning of life and every setting sun be to you as its close; then let every one of these short lives leave its sure record of some kindly thing done for others, some goodly strength of knowledge gained for yourselves.—*Ruskin.*



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Number One

JANET C. McNEILL

Publicity Manager and Editor

Collective Bargaining

By S. M. HASKINS, *President*

On what grounds does the Company base its determination to continue to bargain collectively, regardless of the result of the election, with the chosen representatives of both the Los Angeles Railway Employees Association and the Amalgamated Union? This is a question that has been frequently asked and is undoubtedly of interest to all employees.

The Company's position is based on its own interpretation of the labor provisions of the National Recovery Act, the opinions of others who have given the question exhaustive study and official statements explaining the intent and meaning of the law by General Hugh S. Johnson, Administrator, and Donald R. Richberg, the general counsel, of the National Recovery Administration.

The prevailing opinion of those representing industry, in which opinion the Company concurs, has been publicly expressed as follows:

"Contrary to widely spread union labor propaganda, a majority vote in favor of the union at an employe election does not bind employes voting in the negative to be represented by officers of the union. The employes balloting in favor of the union are entitled to be represented by the officers thereof, if such union employes so choose, and those balloting in favor of some other employe representation group are entitled to be represented by the duly accredited officers of that particular group."

The foregoing quotation expresses an opinion, not a decision or ruling. The question at issue is now before the National Labor Board for determination. A telegram received today (January 9th) by the Company from Mr. C. D. Cass, counsel for the American Transit Association, at Washington, in reply to an inquiry from the Company, reads as follows:

"The position you take in regard to collective bargaining is the same as other companies have taken under the same conditions. Denver Tramways has case before Labor Board involving same question on which oral arguments were made and briefs are to be filed. Sometime ago at the direction of the Transit Code authority I submitted to Labor Board the general question of whether or

not a majority of any one class of employes had the right exclusively to represent all such class. Other companies such as Louisville and Cleveland Interurban are involved in similar controversies. You will see therefore that the general subject is before the Labor Board for decision and until the Labor Board acts the matter will be left in state of uncertainty."

Mr. Ogburn, counsel for the Amalgamated Union, argued the Denver case before the National Labor Board and has submitted a brief opposing the views presented by the Company. It may be added that whatever the decision of the Board may be, it is likely that the courts will be called upon for a final determination.

So much for the opinion on which the Los Angeles Railway management stands. It finds support, it is believed, in the signed statement of Administrator Johnson and Chief Counsel Richberg of the National Recovery Administration, of which the following are excerpts:

"The law requires in codes and agreements that 'employes shall have the right to organize and bargain collectively through representatives of their own choosing'. This can mean only one thing, which is that employes can choose anyone they desire to represent them, or they can choose to represent themselves. Employers likewise can make collective bargains with organized employes, or individual agreements with those who choose to act individually; provided, of course, that no such collective or individual agreement is in violation of any State or Federal law. But neither employers nor employes are required, by law, to agree to any particular contract, whether proposed as an individual or collective agreement.

"Under Section 7 (a), employers are forbidden to require 'as a condition of employment' that an employe shall either 'join a company union', or 'refrain from joining, organizing, or assisting a labor organization of his own choosing'. The law does not prohibit the existence of a local labor organization, which may be called a company union and is composed only of the employes of one com-

pany. But it does prohibit an employer from requiring, as a condition of employment, that any employe join a company union and it prohibits the maintenance of a company union, or any other labor organization, by the interference, restraint or coercion of an employer.

"If there is any dispute in a particular case over who are the representatives of the employes of their own choosing, the NRA will offer its services to conduct an impartial investigation and, if necessary, a secret ballot to settle the question." (It may be pointed out here that there is no dispute in the Los Angeles Railway case over who are the representatives of each group of employes.)

"The NRA will not undertake in any instance to decide that a particular contract should be made, or should not be made between lawful representatives of employes and employers; or to decide that a contract which has been lawfully made should not be enforced."

The following statements of Administrator Johnson are also enlightening and of general interest:

"It is not the duty of the Administration to act as an agent to unionize labor in any industry and, as has repeatedly been stated, it will not so act.

"The American Federation of Labor agrees with me that this administration is not to be used for unionizing any industry.

"Labor in any industry has the right to organize and bargain collectively; the law also recognizes the right of individual workers to bargain for their own conditions of employment.

"An open shop is a place where any man who is competent and whose services are desired will be employed, regardless of whether or not he belongs to a union. That is exactly what this law says."

This article, necessarily brief, is written in the hope that it will contribute to a clear understanding of collective bargaining as contemplated by the law and of the Company's attitude in the existing circumstances.

"Calling All Motormen---"

S. A. BISHOP, *General Claim Agent, Broadcasting*

My first impulse is to call for help, aid and assistance; our adversaries are getting us down and the Claim Department very much desires the cooperation of all motormen on the system to the end that injuries growing out of accidents where our cars collide with standing automobiles at crossings shall be greatly reduced in number, if not entirely eliminated. Having in mind my several years experience as a motorman, supplemented by some twenty-five years experience as an automobile driver, I am impressed with this fact, that with cars as with automobiles, every driver should primarily look out for the safe conduct of the vehicle immediately behind the one in front of him. This means that while we are not accountable for the manner in which other vehicles are driven, we are held **strictly to account** for the way in which we drive our own. In driving a public service vehicle, such as a street car, our responsibility increases; most of you men have been informed that you owe "ordinary care" to pedestrians and occupants of automobiles and the "**highest possible degree**" of care to your passengers.

As stated above, very substantial payments have been recently made to persons injured in automobiles standing at crossings, waiting for signals to change, with which our cars collided. A very simple remedy suggests itself. If all motormen in approaching crossings where automobiles are standing

on the car track will aim to bring the car to a stop **five feet** behind such an automobile, even though you should miss the mark a few feet, you will find a little leeway in which to stop. I am fearful that you calculate to bring your car to a stop immediately behind such automobile and when you do fail by a few feet, collision with the automobile results. Such accidents are positive liabilities for which this corporation is compelled to pay either voluntarily or at the end of a lawsuit. Every person injured in the standing automobile with which your car collides has a right to collect damages. Sprained backs, necks and even broken necks result.

There are other classes of accidents which I might comment upon but for the time being I shall be greatly gratified if the motormen on the Los Angeles Railway street cars will concentrate their efforts on the elimination of just this one class of accident. Should the reports of accidents that come to this department indicate that you are following the suggestion and these accidents should substantially decrease, it will be my pleasure to acknowledge your achievement and certify your vigilance and willingness to fully cooperate with our General Manager and Manager of Transportation whose appreciation will equal, if not surpass, my own.

Permit me to wish you and all other employees a Happy and Prosperous New Year.

Accident Increase Must Halt

By E. R. DYE

Operating Superintendent

In the past two months our accidents have increased to an alarming extent. We have had more accidents these last two months than in any other two months during the past two years. The natural supposition would be that the new men who have come into the service, of whom we have 358, would be largely responsible for this increase in the number of accidents.

In checking over the accident reports, however, for the past two months, I find we cannot attribute all this increase to our new men. Some of this increase is chargeable to men who have been in the service many years, and who are, in many cases, involved in accidents for which they are either partly or wholly responsible. Many of these accidents have occurred, especially the car collisions which have shown a decided increase in the last two months, simply because our trainmen have failed to observe our rules of operation. Unfortunately some men have had to be taken out of the service on account of accidents for which they were clearly responsible, and which could not have occurred had they observed our operating rules.

It is the intention to conduct a series of meetings some time during January of this year, which will be largely devoted to discussing the accident situation, which has assumed a very serious aspect.

No doubt some of our accidents are attributable to the careless motorist.

Such accidents as may be caused by reckless drivers of automobiles we do not wish to blame our men for, but even with the apparent increased recklessness on the part of automobile drivers, all the increase cannot be attributed to this cause. Also realizing that there is a lack of discretion on the part of many automobile drivers, it should behoove every trainman to exercise even greater caution in the operation of his car.

All our accidents do not occur at the front end of the car. There is a marked increase in falling in car accidents, many of which are caused by the rough handling of car by the motorman. Our accidents to boarding and alighting passengers have also increased. Many of these accidents have occurred on account of the premature starting of the car, which in many cases has been caused by the conductors giving "go ahead" signal before passengers are safely on or off the car.

At this season of the year it is customary for many people to form good resolutions. Why should not we determine during the year 1934 that we will not have any accident for which in any way we can be held responsible, and may I suggest another resolution that might well be made and carried out by trainmen, and that is that more care be used in making out accident reports, so that the details of each accident may be made very clear to the Claim Department, and also that more effort will be made during the year 1934 to procure more witnesses to every accident, no matter how trivial it may appear at the time it happens. Remember that the only protection our Company has against the payment of fictitious claims is the protection that is given by the procuring of sufficient witnesses by our trainmen at the time the accident occurs. Witnesses cannot be procured by the Claim Department after the report has been turned in, and I am sure that if the trainman knew that he was going to have to dig down into his own pocket to pay the claim, he would be very sure to protect himself in every manner possible against the payment of any unjust claim.

I am glad at this time to have the opportunity to thank all members of the Transportation Department for the service rendered during the past year, and to wish them and theirs a very happy and prosperous New Year. Let's start the new year by taking an inventory of ourselves and determine to render to our Company 100% service during the coming year.

Witness Average For Year By Divisions

Division Four recaptured the lead for the average witnesses per accident for the month of December, 1933; Division Three dropped back to second, and Division Five once again occupies third place. Division One tenaciously clings to the bottom of the list.

Division Four was the only Division to increase its average over the preceding month.

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

November	December
Division Three..... 5.49	Division Four 5.09
Division Five..... 4.63	Division Three 4.66
Division Four 4.55	Division Five..... 4.40
Division One..... 3.86	Division One 3.80

The total number of accidents increased to 1,509 in December against 1,288 in November.

The total average witnesses per accident for all Divisions for December was 4.47. In November the average was 4.61.

During the year of 1933 Division Four held the lead in the average number of witnesses per accident for eight out of the twelve months; held second place for three months and once occupied third position. Division Three held first place four months; second place for seven months and third position once. Division Five captured second place twice during the year and held to third place for the other ten months. Division One consistently stayed in fourth position for the whole of the twelve month period.

The following are the average witness figures for the entire year of 1933:

	Div. One	Div. Three	Div. Four	Div. Five
January.....	4.09	5.68	5.77	4.55
February.....	3.81	5.79	5.86	4.43
March.....	4.05	5.00	5.86	4.73
April.....	3.90	5.03	5.43	5.22
May.....	4.31	6.21	5.07	4.50
June.....	4.78	5.79	5.91	4.89
July.....	4.20	6.53	6.04	4.99
August.....	3.83	4.94	5.20	4.24
September.....	4.29	5.40	5.46	4.57
October.....	4.29	5.75	5.37	4.63
November.....	3.86	5.49	4.55	4.63
December.....	3.80	4.66	5.09	4.30
Average for 1933.....	4.10	5.52	5.47	4.64
Average for 1932.....	4.02	6.01	6.11	4.91

Annual Merit System Report

An analysis of the report of the Merit System for the fiscal year, 1933, shows the increases and decreases over 1932 of the following classifications:

Classification	1932	1933	Increase	Decrease
3 Ahead of Time.....	433	592	59	.....
7 Bells	430	764	334	.....
11 Clerical Errors.....	1714	1411	.....	303
13 Dangerous Operation.....	325	254	.....	71
19 Failing to Protect Car in Curve.....	571	399	.....	172
21 Going Against Traffic Signals.....	752	1150	398	.....
27 Not Calling Streets.....	681	645	.....	36
31 Passing Up Passengers.....	356	116	.....	240
36 Unnecessary Conversation.....	509	734	225	.....
40 Miscellaneous	1792	1214	.....	578

The fiscal year of the Merit System is from December 1st to November 30th of the following year.

Staff of Mechanical and Automotive Departments



Front row, left to right: C. B. Lindsey, Supt. of Automotive Equipment; J. T. Watts, Foreman, Car Wiring; R. W. Anderson, Foreman, 16th Street Garage; W. T. Brown, General Foreman of Car Houses; F. F. (Doc) Robey, Asst. General Foreman of Car Houses; R. L. (Rex) Guignard, Mechanical Inspector; D. J. Sullivan, Asst. Engineer, 16th Street Garage; H. A. Longway, Foreman, Truck Repair Shop; J. M. Spearing, Foreman, Carpenter Shop; F. T. Burchett, Chief Clerk, Supt. of Equipment's Office; H. E. Jordan, Superintendent of Equipment; W. I. Green, Car House Foreman, Division Three Nights; E. C. Muse, Car House Foreman, Division Three Days; J. E. Steenrod, Clerk, Supt. of Equipment's Office; G. A. Waggoner, Car House Foreman, Division One Nights; Dan Healy, Chief Instructor, Transportation Dept.; Doyle Rishel, General Foreman, 16th Street Garage; G. F. Borngrebe, Foreman, 16th Street Garage.

Back row, left to right: I. C. Gordon, Car House Foreman, Division Five Days; F. O. Rowbottom, Chief Clerk, 16th Street Garage; J. L. Clarke, Supt. of Electric Repairs; H. C. Smith, Foreman, Electric Repair Shop; W. J. Dewhirst, Foreman, 16th Street Garage; L. T. Crump, Foreman, Paint Shop; W. R. Cavett, Inspector of Operating Equipment; J. Gordon, Foreman, Blacksmith Shop; W. T. Reynolds, Storekeeper, South Park Shop; W. C. Brown, Asst. Supt. of Car Equipment; H. K. Conacher, Foreman, "C" Inspection; C. H. Heywood, Car House Foreman, Division One Days; M. E. McCune, Foreman, Machine Shop; J. M. Cook, Foreman, Air Brake Shop; A. H. Graham, Car House Foreman, Division Five Nights; R. J. McIntyre, Car House Foreman, Division Four Nights; W. W. Aldrich, Car House Foreman, Division Four Days.

Many Subjects Discussed 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 December 9.

William T. Brown called the meeting to order with the announcement that after due consideration he had appointed W. W. Aldrich, Car House Foreman, Division Four Mechanical as Chairman for this meeting.

Mr. Aldrich took charge and after a few remarks reopened the question of improvement in Sand Boxes, which had been left unfinished from the last meeting. The Secretary was asked to read any correspondence that had been received in the meantime on this subject, and letters were read from C. H. Heywood, F. F. Robey, I. C. Gordon and Wm. T. Brown, also copy of letter from F. F. Robey to E. L. Stephens, former Master Mechanic, under date of December 18, 1922, on the above subject. These letters tended to show that past experiences with Sand Boxes located as proposed had been very unsatisfactory, but as given by W. T.

Brown, improvements might still be made on the former type. Mr. Jordan stated that the matter would be turned over to the Mechanical Engineer.

F. T. Burchett spoke to us on the subject of Equipment Failures, explaining that there was a decided downward trend on certain items during the first eight months of 1933 in comparison with the same period in 1932; he also showed a series of graphs and gave us a splendid word picture of what had been accomplished toward reducing the amount of Equipment Failures during the past five years, as actually shown by records.

The Chairman introduced two visiting speakers from the Transportation Department, Dan Healy, Chief Instructor, who gave us some reminiscences of former days, and John Collins, Superintendent of the Meter-Mileage Department, who spoke on Economy Meters. The speeches of both these gentlemen were well received.

H. E. Jordan made the closing remarks, stressing the necessity of absolute loyalty of employes to the Company for which they worked at all times, and announced that the subject of the next meeting would be given out later.

J. E. STEENROD, *Secretary.*

Storm Effects On System

The storm which did unprecedented damage throughout the city, affected the street car service less than storms of less violence in previous years. Chief Dispatcher Bodley says we were very fortunate in this heaviest rain in the history of the System.

Dispatchers Porter, Gillibrandt, Ramer and Coxhead deserve a great deal of credit for their work in keeping street cars going on New Year's Eve. They were on duty for twelve consecutive hours without a chance to leave their chairs at the Dispatchers' Board.

Division Meetings

Division Meetings will be held commencing January 15th as follows:

Division One—January 15th.
 Division Three—January 16th.
 Division Four—January 17th.
 Division Five—January 18th.
 Meetings will be held at 10:00 A. M., 2:00 P. M. and 7:00 P. M.

Elect Officers At Lively Session

The annual election of officers of the Square and Compass Club was held on Saturday evening, December 16th at Boos Bros. Coffee Shop, 319 W. 5th St.

This meeting was attended by approximately 125 members who enjoyed a delightful turkey dinner followed by an all star vaudeville programme furnished by our genial brother, Walter Trask, Senior Warden of Henry S. Orme Lodge.

From comments heard during and after the meeting, the affair was a huge success and brought to a close one of the best years our Club has enjoyed since its inception.

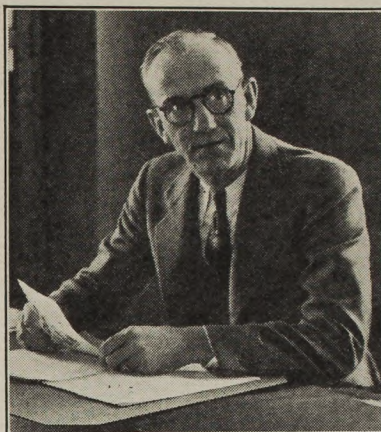
Following the dinner, the assembled members settled back to enjoy the vaudeville portion of the programme, and while the promised fan dancer did not put in an appearance (for obvious reasons) a thoroughly enjoyable entertainment was provided, featured by that Queen of Platinum Blondes "Billie" Nares. The names of the other acts were not available to the writer due to the hurried departure of Brother Trask and his flock to fill other engagements, although this information, at least in part, can no doubt be supplied by Andy Egan, that Atom of Dynamite who, after the meeting, was reported headed for Whittier where one of the ladies of our show was reported playing at a local theatre.

As soon as festivities were disposed of President Morgan called the meeting to order for the purpose of conducting more serious business, that of the regular annual meeting and election of officers.

Needless to state our leader Bill Morgan, whose picture adorns this page, was unanimously re-elected president, this being the first time in the history of the Club that a president has held office for two succeeding years and an honor well deserved by Bill—as he has had a very successful year, and we can look forward to bigger and better meetings in the coming year.

It is the writer's understanding that it is Bill's intention during the year 1934 to include the wives, sweethearts and families of members on special occasions in order that the ladies may know from observation the kind of company their husbands associate with on the third Saturday of each month.

James (Jimmy) Bodley was elected Vice-President unanimously as were the other incumbents as follows: P. B. Harris, Honorary President; C. A. Henderson, Treasurer; Walter Born,



William M. Morgan

Recording Secretary; Billie (Barney) Mott, Financial Secretary; A. G. Rex, Marshal.

The various committees to be appointed by the president will be named at our January meeting. This meeting will be held at Boos Bros. Coffee Shop, 319 W. 5th St. on Saturday evening, January 20, 1934.

This will be an important meeting and a large attendance is expected. Elaborate arrangements have been made for an evening of different entertainment and it will be well worth while for all members that possibly can, to be present.

Remember your entertainment committee is working hard to provide a pleasant evening and you can show your appreciation in no better way than by attending.

Boos Bros. have promised to outdo themselves, so be sure to bring along a keen appetite. Full details will be outlined in the regular bulletin to members later in the month.

Members are particularly requested to support our officers in their efforts to make Club affairs a success for the year 1934 and any suggestion offered will be appreciated as it is the desire of your entertainment committee to please all.

COMPASS POINTS

Several members were conspicuous by their absence at our December meeting.

Information has reached your scribe that our Financial Secretary Bill Mott was in the dog house (no reason given).

* * *

Brother Clarence Fisher had to stay at home and take care of the children.

* * *

Due to the absence of Brother Van Vranken, his parlor stories were sadly

missed. No doubt his absence was due to the fact that his herd of elephants needed attention.

* * *

"Cupid" Andy Egan, our man about town, was well in the foreground, sitting in bald-headed row, during our show, and as was to be expected succeeded in attracting the attention and remarks of some of the entertainers, particularly the fairer sex. This no doubt explains his trip to Whittier as previously mentioned. This boy will bear watching.

* * *

President Bill Morgan was so excited, that on the Monday morning following his re-election he appeared at the office wearing the wrong coat, he had on an old coat belonging to another suit—did you notice him rap for order with his pipe and try to smoke his gavel? This is a sad case brothers.

* * *

Brother Herb "Don Pedro" Peterson was seen leaving the meeting with several coats and hats. Wonder what he was up to?

* * *

Brother Fred W. Mellentin who, by the way, is Governor of the Building and Secretary of the Los Angeles Railway Employees Association, is the proud papa of an eight pound son. Fred now has two sons to inherit the Mellentin millions. Congratulations, but why no cigars?

* * *

Have you noticed that Johnnie Miller is getting to be quite an orator? At our last meeting he made two-thirds of the speeches. More power to you Johnnie.

* * *

"Mahatma Gandhi" Sparks must have enjoyed the meeting as he failed to suggest adjournment. When Mahatma fails in this something is wrong.

* * *

Congratulations are certainly in order to Brother Phil Klingelsmith and his Degree Team for the splendid effort they have put forth during 1933 in conferring degrees and seeing that newly elected brothers are properly started out in Masonry.

* * *

Walter Whiteside, Chairman of the Entertainment Committee, is contemplating moving in the near future. Always a jump ahead of the Sheriff. However his wife, Dona, promises to keep the writer advised of his change of address. This information however is not for publication.

* * *

So Brothers cancel all previous engagements and come out 100% and start the New Year with a bang.

Fraternally yours,

JACK K. WILSON,
Director of Publicity.

Staff Wishes Mr. Haskins Merry Christmas

On Friday morning before Christmas, fifty executives and department heads of the Los Angeles Railway and Huntington Land Company gathered in President S. M. Haskins' office on the tenth floor of the Main Office Building to wish him a Merry Christmas and a Happy New Year, and to receive his good wishes in return.

The occasion also afforded the opportunity for the department heads to exchange greetings among themselves.

It was regretted by everyone that George Lane, Paymaster and Assistant Treasurer, was ill at home and unable to be present.

It was a notable get-together as far as the Los Angeles Railway Company is concerned, for the occasions are rare when members of the large supervisory staff meet for a social time and it was thoroughly appreciated and enjoyed.

The following were present: S. M. Haskins, President; P. B. Harris, General Manager; Richard Sachse, Vice President; C. A. Henderson, Secretary and Treasurer; R. O. Crowe, Vice President; H. G. Weeks, Assistant to General Manager; R. B. Hill, Manager of Transportation; S. A. Bishop, General Claim Agent; S. J. Nock, Auditor; Ben Schupp, Purchasing Agent; R. A. Pierson, Superintendent of Personnel; F. Van Vranken, Manager Motor Coach Division; B. H. Eaton, Engineer of Way & Structures; L. J. Turley, Electrical Engineer; H. E. Jordan, Superintendent of Equipment; J. R. Brittain, Mechanical Engineer; R. C. Ashworth, Valuation Engineer; G. M. Campbell, Chief Draftsman; G. M. Link, Chief Clerk; E. L. Lewis, Manager Los Angeles Railway Building; Collis H. Holladay, Budget Engineer; H. A. Perryman, Statistician; Janet C. McNeill, Publicity Manager; A. B. Merrihew, Superintendent, Los Angeles Railway Building; Walter C. Brown, Assistant Superintendent of Car Equipment; William T. Brown, General Foreman of Car Houses; C. B. Lindsay, Superintendent of Automotive Equipment; J. L. Clarke, Superintendent of Electrical Repairs; L. B. Yeager, Superintendent of Lines; C. C. Netz, Chief Clerk, Way & Structures; E. R. Dye, Operating Superintendent; W. H. Snyder, Chief Supervisor; L. A. Recappe, Superintendent of Schedules; John Collins, Superintendent Meter-Mileage Department; Dan Healy, Chief Instructor; G. W. Bruffett, Chief Special Agent; E. C. Williams, Superintendent Division One; G. E. Ferguson,

Superintendent Division Three; L. L. Wimberly, Superintendent Division Four; T. Y. Dickey, Superintendent Division Five; R. H. Hilf, Special Representative; C. V. Means, Traffic Manager; Harry Tuttle, Manager Car Barn Cafe; H. E. Gaskill, Chief Accountant, Auditing Department; J. C. Yarbrough, Chief Clerk, Auditing Department; C. H. Conrad, Chief Claim Adjuster; S. A. Wood, Chief Court Investigator, Claim Department; F. C. Patton, Assistant Manager, Motor Coach Division; A. G. Walker, President, and E. L. Callahan, Vice President, Huntington Land Company and A. O. Adams, Tax Agent.

The New, and Some of The Old Men

By JOHN C. COLLINS
Supt. Meter-Mileage Department

When you assume the duties of a trainman you have taken upon yourself certain responsibilities. Consider yourself a student of this work for at least a year and you, in all probability, will continue to learn.

Keep an open mind always. Learn all you can from your instructor and follow his advice as closely as you can.

If you are a conductor, realize you are being trained to meet intelligently people of all classes who should be handled quickly, safely and with courtesy. Each person pays for the same thing so each is entitled to as good service as any other. Wearing the uniform is the Company's assurance that you will do this.

There are two ways to learn a thing—the right way and the wrong way. One is no more difficult than the other. If you learn it right, you will always do it right. To acquire the habit of doing it wrong means that some one must help you break that habit. Endeavor, therefore, to cultivate the uniform system of correct operation.

The first thing to realize is that the street car only does what you permit it to do. You can start it, speed up, slow down and stop it whenever you care to. Rough starts and stops are made by men lacking in pride and skill in their work. The habitual violator of the Company's rules shows ignorance or carelessness and in some cases shows both.

A few days ago I noticed four of our new men doing things which were contrary to instructions and I asked the instructors if these men knew what we expected of them. I was in-

Personals

We are happy to report that Paymaster George Lane, who had a slight setback because he overtaxed his strength in coming to work too soon, is progressing nicely and we hope to see him at his desk shortly.

George Link, Chief Clerk Engineering, came to work before his strength warranted after a severe illness, and had to take another two weeks on the desert. We hope he will come back entirely well this time.

Chief Supervisor Bill Snyder has entirely recovered and is hitting the ball as usual. He struck his full stride just about the time the recent storm hit our fair city, and was on duty almost constantly.

formed that they did and were able to do it when they knew they were under observation. The reason I caught the violation was because they did not know me. We have very little patience with a man who needs constant supervision.

One new man started to tell me about the instructions he had received from one of the "power saving hounds". He never received any such instruction. He had been wasting power and by poor head work had been getting himself into jams. The instructor was trying to show him how to avoid these things.

We have no power saving hounds, my friends.

When an official asks you a question it does not necessarily mean a bawling out. The instructor calls your attention to the violation of rules when you do the thing wrong. He would be doing an injustice to every man wearing the uniform, as well as to yourself, if he failed to correct you. He is trying to help you make good and if you can operate your car right while he is on it, you can do the same when he is not.

No one wants to get you "fired". The whole desire is to keep you here. There is no one connected with the Company who can put you down but yourself. There is no one here who can make you observe our rules but yourself. You are responsible for your own success. If the stamp of failure is placed upon you by the Company, you cast that stamp, placed it in their hands, and forced them to use it against their will.



Reading from left to right: 1st Row—Walter E. Hancock, Vice President; R. A. Pierson, guest speaker; George A. Prichard, Secretary; C. M. McRoberts, President; Jacob Zuber, Dennis L. Gragg, W. N. Cline. 2nd Row—James Handley, R. R. Lott, M. S. Fury, J. H. McClelland, W. O. Lambertson, W. W. Yates, F. Chippatta, P. C. McNaughton, L. G. Dahlbrink, Claude H. Campbell. 3rd Row—R. B. Hill, guest speaker; C. A. Jertberg, M. McDermott, William Schultz, T. W. Bulpin, James Gallagher, L. M. Runyon, I. A. Wardrobe, L. C. Morton, Adolph Binder, Ben Gardner, J. E. Gorham, John Griffin, W. S. Tupman, Hans Christianson. Top Row—J. M. Long, Arthur Bellingham, Jesse L. Gough, F. W. Osborne, (directly above) Ed W. Yonkin, W. J. Chisum, G. M. Wieman, D. M. Wood, J. J. West, J. D. Wood, H. W. Lawrence, S. E. Edwards, F. J. Massing.

Honor Roll Men Form Organization

This organization consists of members whose names have been placed on the Special Roll Employees. It has been under consideration for some time and the matter discussed at length as to the advisability of such an undertaking. The consensus of opinion was that a meeting be called of these employees for the purpose of discussing organization. A call was sent out, signed by A. A. Cash, D. L. Gragg, C. D. Clark, P. C. McNaughton and Geo. A. Prichard, and a meeting was held September 22nd, at Division Four.

Geo. A. Prichard was appointed Chairman of the meeting, and C. M. McRoberts Acting Secretary. A resolution was adopted unanimously pledging loyalty to the Los Angeles Railway. A committee was appointed to draft By-Laws. A name for the organization was proposed and adopted, Honor Roll Employees of the Los Angeles Railway Corporation.

The second meeting was held Sept. 29th. The By-Laws were submitted, approved and adopted, and the following officers elected: President, C. M. McRoberts; Vice-President, W. E. Hancock; Secretary and Treasurer, Geo. A. Prichard.

Meetings have been held every

month with an average attendance of 65.

At the meeting held December 19th, the following persons were elected as Honorary Members: S. M. Haskins, P. B. Harris, R. B. Hill, R. A. Pierson and E. R. Dye. Mr. Hill and Mr. Pierson both spoke at this meeting and assured the members that when they reached the age of retirement they would ask the privilege of becoming active members of the organization.

Two Bells will give space for a standing announcement of the meetings of the Honor Roll Employees, which, according to the By-Laws as amended, will be held on the first Tuesday of each month, at 2:30 P. M. in the Lecture Room of the Department of Instruction at Division Four.

Also matters of importance regarding this organization will be published from time to time.

Commendations

Commendations almost doubled in December with 34 as against 18 received for November.

The number of men commended at each Division in December is as follows: Division One, 10; Division Three, 10; Division Four, 8; Division Five, 8.

Golden Wedding

George W. Chapman and wife celebrated their Golden Wedding anniversary on December 13, 1933, and entertained old friends and neighbors with a reception. The Chapmans have four daughters and one son living and seven grandchildren, all of whom were present at the happy celebration.

The house was profusely decorated with flowers and Mr. and Mrs. Chapman received many lovely presents.

George W. Chapman was employed by the Company April 23, 1895 and while a Conductor at Division Three was run down by an auto at night on March 10, 1924, while holding up a switch. He was placed in the hospital and there contracted small-pox and lost his sight. He was placed on the Special Roll on March 10, 1925.

Mr. Chapman is always glad to see his old friends from the Company.

Storm Damage

At Vernon Yard

Storm waters poured into the gravel pit at Vernon Yard and undermined the track on which a number of flat cars were standing. The cars toppled over into the pit and were pretty well wrecked.

Since the storm subsided, the sand pit looks like a portion of San Gabriel Wash.

Veterans

With the election of officers on January 5th the Veterans Club will start out on its fourth year.

There are quite a few ex-service men who have not yet signed up and it is up to you comrades to get busy and let these fellows know what the Club has been doing. Get after these fellows who have been hanging back. Your Club has had three successful years and I know that you comrades who have been active during the past have never regretted entering the Club, considering the friends you have made, to say nothing of the good times we have had. So let the other fellows know about it.

On Saturday, January 27th, the Veterans Club and the Auxiliary are requested to attend a Grand Ball given by the new Golden State Post No. 50, Canadian Legion. Miss Diana Wynyard, star of Cavalcade, has donated the colors to this Post and will present them on the 27th. See Past Commander Culver for tickets. This will be a big night, girls and boys, so be sure and get the date down.

Happy New Year.

J. A. MADIGAN, *Adjutant.*

Auxiliary

Some of the members of our Auxiliary were not present at our "After Christmas Party" held on the night of December 28th, and to them I want to say that they missed a very wonderful evening. So all you folks who stayed at home be sure that you come to our next affair, announcements of which will be made in the next issue of the Two Bells and also bulletins will be posted in all Divisions.

Ladies, election of officers for 1934 will be held on Wednesday evening, January 17th, at 8:00 P. M. sharp. Nominations for all offices were made at our last meeting, and if any of you ladies wish to know just who is who, call me at Michigan 4211 and I will gladly furnish you with the desired information.

The presence of each and every member is necessary at the January meeting, so please do not forget the date and the hour nor the place.

The best of Luck to you and yours, Good Health and Wealth and Joys galore;

May every wish that's good and true Be fulfilled in 1934, for you.

ESTHER L. WILLIAMS, *Secretary.*

Scouts

Scout Troop 45 went to a Court of Honor on December 8, 1933. Troop 79 started off the program with some very good music by their drum and bugle corps. Mr. Line then introduced Chief of Police James E. Davis who spoke about criminals and introduced a pistol team. The team gave a very fine demonstration and showed us many very good shots.

The awards were then made. Troop 45 received the following badges: 9 Civic Service stripes were awarded to Bob Wilmott; a silver bar for 2 Civic Services was awarded to Herbert Spencer; Merit badges were awarded to Sam Seby, Lynn Weber, Oscar Durand, Bob Wilmott, Ray Fife, Bob Fletcher and Elford Kline. Bob Fletcher got his Star badge and Ray Fife received his Life badge. Two Junior Leader test awards were given to Ray Fife and Harold Levitz.

Vanon Dyson, son of Committeeman Dyson, was to have received his First Class badge with many compliments because he passed his tests up to First Class in the shortest possible time. But on November 27th Vanon was struck by a truck while riding on his bicycle. The accident resulted in a very serious skull fracture. His mother received his badge for him at the Court.

The Methodist Church where we Scouts hold our meetings, invited us to church Sunday, December 10th.

The following Scouts attended the service: Elmo Bunness, Ray Fife, Vernon Farmer, Holbrook Lair, Sam Seby, Elford Kline, Herbert Spencer, Bob Tryon, Bob Fletcher, Bob Wilmott, Ralph Hirigoyen and Bob Bower.

The Scout meeting of December 22nd was devoted to a Christmas program. Mr. Campbell told the story of the first Christmas. The patrols gave some skits and hard candy was passed around.

BOB BOWER, *Publicity Manager.*

LYNN WEBER, *Two Bells Reporter.*

Chess Club

The annual meeting of the Chess Club was held in December. L. E. Adkins was elected President; Clyde Fly, Vice-President, and F. P. Shull, Secretary.

On December 20th a match game was played with the Civic Center Chess Club, ending in a score of 4 to 4.

Every Wednesday night is game night, at Division Four.

F. P. SHULL, *Secretary.*

Vets of Foreign Wars

Southwest Post No. 2828, Veterans of Foreign Wars of the United States of America started the New Year with an important meeting on Wednesday, January 3rd at their hall at 8463½ South Vermont when a membership drive was launched with every eligible Veteran of the Southwest a member as their objective.

The employes of the Los Angeles Railway are already an important factor in the Post having O. J. Moser, of the Line Department, as its Commander; E. Cavanaugh, Foreman of the Maintenance of Way Department, as Adjutant; R. R. McFall, Motorman at Division Four, as Junior Vice Commander; H. B. Runyan, of the Line Department, as Eighteen Months Trustee; C. D. Simpson, Conductor at Division Four, as Delegate to County Council.

The Post has more than doubled its membership in the last four months and it is rapidly becoming prominent in Veterans affairs of the Southwest.

Los Angeles Railway employes who are interested and would like to join this Post can get any desired information from Motorman R. R. McFall of Division Four. Residence address: 541 West 107th Street.

R. R. McFALL,

Junior Vice Commander.

Watch This Event

Early last summer, when the grass was lush and green on Mac's front lawn, we recounted in this column how he dumped his lawn grass trimmings along the Inglewood highway and was ushered before the judge by a small town cop, there to deposit five iron men as earnest money to bind his promise never to commit the crime again.

Ever since that time Mac has gradually realized that his old 1872 model Chevy, creaky of body and wheezy of motor, failed, because of old age, to get him away from that Inglewood cop.

So, after brooding over the incident for nearly a year, he finally went over to John Sturm's used car lot, traded in his old wheezer on a fine 1928 model Chevy and is now coaxing the grass to grow especially long by generous additions of large quantities of Ford fertilizer. His evenings are spent in testing out his newly acquired iron race horse on Ascot Speedway preparatory to another bigger and better grass event with Inglewood cops in the near future. Will he show them the dust? Yahsuh!

One Rookie's Opinion

Since working for the Los Angeles Railway I have observed and listened to different men commenting about people getting on their cars who desire too much information, crabby passengers, and a thousand and one different things that confront car men every day. So I have compared suggestions, separating the good from the bad according to my personal viewpoint and have set a course for me to follow daily in my work.

Thinking back before I started to work for this Company, how easily remembered are the endless miles I walked from day to day searching for employment with little or no encouragement. Any prospects there were paid from \$12.50 to \$14.00 per week with no guarantee of having work in the future. Many companies, large and small, I found were paying the very

minimum of wages—30 cents an hour. Then one day I received a phone call to come to work, not just to a day to day job, but a lifetime job if I do what is right, and I get 25 per cent more than I could get elsewhere.

I've been waiting three years to marry the best girl in the world, and now that I have all these things, who gave them to me? The Los Angeles Railway.

How many of you men could leave this job today and improve yourselves in wages, environment and future and still have a clean cut job in the open all day? Very few, if any, I think.

I have found out Life is made up of little things in which smiles, kindnesses and small obligations, given habitually, are what win, and preserve the heart in secure comfort.

A New Man Who Appreciates His Job.

Journey's End

On the evening of December 10th the Supreme Being called unto Him the spirit of our beloved friend Marshall E. Morris. The passing of "Marsh", as he was affectionately known, closed the career of one who was everything the name "man" implies. His was a great understanding of his fellow man. He was kindly and considerate under the most trying circumstances; was always ready to overlook the faults—and to praise the virtues—of others, lending a helping hand to those needing it.

We, who had the privilege of his companionship over the many years he was a dispatcher, shall feel his loss keenly, but this blow is lightened by the memories of his wonderful personality, for truly he was a MAN.

Marshall Edward Morris, Dispatcher in the Transportation Department, was born in Mitchell County, Iowa and was employed by the Los Angeles Railway as a conductor on July 27, 1905. He was appointed extra dispatcher March 26, 1911 and was made a regular dispatcher on December 1, 1911.

Mr. Morris is survived by his wife and a daughter.

* * *

Samuel Asbury Johnson, Watchman in the Engineering Department, passed away December 13, 1933. He was born in Plainfield, Indiana and was employed by this Company as a motorman at Division Five on February 4, 1909. He changed to Division Three on April 1, 1923 and was appointed flagman De-

ember 20, 1923. On March 9, 1926 he was returned to train service but was again appointed flagman December 1, 1927 and on March 1, 1931 he was transferred from flagman in the Transportation Department to watchman in the Engineering Department.

Mr. Johnson is survived by his wife and a son.

Appreciations

The family of the late Rosalie R. Wright acknowledge with grateful appreciation the kind expression of your sympathy.

Edward S. Wright and Family.

* * *

Gratefully acknowledging the very kind expression of your sympathy.

Mrs. M. E. Morris.

Mrs. Glenn Graham.

* * *

This is to acknowledge with grateful appreciation your kind expression of sympathy.

J. D. Messick.

* * *

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

J. L. Zellers and Family.

* * *

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

Mrs. S. A. Johnson
and Family.

Association News

The Board of Governors of the Los Angeles Railway Employees Association extends to the members and their families GREETINGS OF THE NEW YEAR—THAT WE MAY ENJOY HEALTH AND PROSPERITY.

The N. R. A. and its principles have been a great benefit to our Association and have played a great part in the success of our Association.

The membership roster now shows 2480 and this is a marvelous showing by the employes of this Company and shows the faith that each member has established in the principles of the N. R. A.

A great deal of credit is due the Governors at the various Divisions who, with their committees, have made this membership possible and we will soon have an Association of 100 per cent membership, which is our ultimate goal.

Dues are due and payable to your Governors. Help us clean up this item and start the New Year with a clean sheet.

Help make 1934 a banner year for the Association and look forward to a program of interest to everyone.

If you have any ideas or suggestions, send them in to Governor or Secretary and you will be sure that we will help you put these ideas and suggestions into operation.

Your Support and Loyalty are appreciated.

F. W. MELLENTIN, *Secretary.*

DIVISION FOUR

A New Year is well on its way and we are all looking forward to a happier and more prosperous one.

Our membership at Division Four has gone up by leaps and bounds. We have almost 300 trainmen carrying Association cards. Thanks a lot, fellows.

Let us have your suggestions or complaints in writing so that we can take them up at our meetings.

I would like to thank the members of the Grievance Committee for the good work they have done in the last two months.

Assuring you, as Governor of Division Four, that I will do all I can to further the cause of the Association.

STEPHEN T. COOPER,

Governor, Division Four.

The most ancient writing of which we have any knowledge is that by the first inhabitants of Babylonia, 6,000 years ago.

Just a Few of Division Three's Younger Generation



Top Row, reading from left to right: Kathleen Taylor, daughter of Motorman B. F. Taylor; Manuel Jr., age 3 and Anita, age 7, small son and daughter of Operator M. L. Moore; James Baker, son of Conductor N. W. Baker and grandson of Motorman C. L. Burroughs; Thelma Taylor, sister of Kathleen and another daughter of Motorman B. F. Taylor; Wayne Marvin and Jessie Louise, son and daughter of Conductor L. D. Gray.

2nd Row: The little musician is Gertrude Bedbury, age 14, daughter of Motorman G. H. Bedbury; Little James Holt, the husky young son of Conductor Jack Holt; Gene Atkinson, age 6 years and William Hoyt Atkinson, age 3 years; the young man standing to the right of them is brother Ford Atkinson, Jr., age 9 years; to the right of Ford is Rena Atkinson, age 11 years; these are the children of Operator F. T. Atkinson. The lady is Mrs. R. C. Timmons with her arm around Bobbie Jr., age 5 years, the wife and son of Operator R. C. Timmons. In the lower right hand corner is little Patricia Ann Redding, age 4 years, daughter of Motorman J. J. Redding.

In the lower row, the first baby is Florence L. Milano, 9 months old daughter of Motorman F. Milano; the second baby is little Buddy Hendershot, son of Motorman F. W. Hendershot; the baby with the Teddy-bear is Frederick G. Harlow, age 8 months, son of Conductor G. G. Harlow.



BIRTHS

The December birth notices took an early start when on the 2nd of the month Conductor-Operator L. T. Statten of Division Four announced the arrival of a baby boy weighing seven pounds and twelve ounces. The little gentleman has been named Robert Lawrence. Congratulations, pop 'n mom.

* * *

Another Division Four trainman to be congratulated at this time is Conductor H. L. Deu Pree who entered the sublime state of papa-hood on December 15th. The "Blessed Event" was the arrival of an eight and one-half pound girl. They've named her Dolores Mary. Best wishes, H. L.

Congratulations to Mr. and Mrs. L. W. Lee on the arrival of a baby daughter, little Miss Carole. Mr. Lee is a Division One Mechanical man. Thanks for the cigars, Leland.

* * *

Ed Lavenburg, Jr., of Division Three Mechanical, is the proud father of a fine baby boy.

* * *

Art Zillig of Vernon Yard is Papa Zillig now. Early last month his wife presented him with a new sweetie, a baby girl.

* * *

That mechanic at the 16th Street Garage who can be seen strutting around with his chest out eight or ten inches is M. B. McNally. He became the proud father of an eight pound ten ounce baby boy December 15th. Richard Bryant is his oldest son's name and he is home now from the

Mission Hospital in Huntington Park and doing fine. From Mac's boasting it has been impossible to tell whether Mrs. McNally had anything to do with the Blessed Event or not. Congratulations, pop, and thanks for the cigars.

* * *

J. J. Dias of the Motor Coach Division has a brand new baby boy at his house. Donald Lee was born December 17th and weighed seven pounds and four ounces. Mother and son are doing fine. Congratulations.

* * *

Their first Blessed Event—a six pound baby girl arrived at the home of Conductor and Mrs. E. C. Sexton on November 15th. She was appropriately named Joy Patricia. Papa Sexton, who is a Division One man, says she is a very good baby and never cries.



For (1) Conductor I. Gasparro of Division Three from Mrs. Marguerite Cornish who wrote: "For courtesy and kindness I have not seen his equal; all the old and blind people who ride with him love him".

Mr. Gasparro is also commended highly by George Varnum for unusual efficiency, watchfulness, caution and courtesy.

For (2) Conductor C. Fisher of Division Five from Mrs. D. H. Davis who wrote: "Throughout this ride the conductor was asked many questions as to directions to given places, and to everyone he was unusually courteous, giving clear and precise directions. His helpful attitude was inspiring".

For (3) Conductor C. E. Green of Division One from Bessie Ford for kindly lending her a token for her fare.

For (4) Conductor L. L. Sweet of Division Three from Mrs. M. Spratt for his courtesy to a woman with a small baby and a large suitcase. He helped her from the car and assisted her in getting a taxi.

For (5) Conductor R. W. Bower of Division One from Mrs. Beryl K. Holden for courteously telephoning that her mother had left a parcel on his car when he found the name and address in the parcel, thereby enabling her to recover the package immediately.

For (6) Conductor J. P. Martin and (7) Conductor S. R. Leckey, both of Division Three, from Mrs. F. B. Watson for their kindly assistance to her on her first trip on crutches.

For (8) Motorman F. A. Techmayer of Division One from Mary G. Lindsay who wrote: "He is always kind and uses the utmost courtesy at all times".

For (9) Conductor T. C. Chase of Division Five from Mrs. H. J. Stuetz who expressed her gratitude to Conductor Chase for his part in the recovery of her purse which she lost on his car.

For (10) Motorman G. Searl of Division Three from Mrs. M. B. Raymond who says: "I could not help but notice his careful approach to all stops and his apparent consideration for both

pedestrians and passengers. He is courteous, pleasant, and has a happy smile for all—old and young. And he is always alert to his duty".

For (11) Conductor F. E. Godwin of Division One from Dr. Lewis Thurber Guild for his promptness and scrupulous honesty in turning in Mrs. Guild's purse with all contents intact when she left it on his car.

For (12) Conductor R. H. Manning of Division Four from Almira A. McElree for the courteous and kindly manner in which he took care of her when she had forgotten to secure a transfer and had no other money with her.

For (13) Conductor C. C. Ditter and (14) Conductor M. B. Assell, both of Division Four, from Mrs. M. V. Halsey who says she is past eighty years young, but appreciates the courteous assistance on and off the car given her by these conductors.

For (15) Conductor H. F. Hames and (16) Motorman B. Q. Adams, both of Division Four, from Miss Ella M. Kennedy for their kindness and courtesy in assisting her on and off the car.

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

For (17) Conductor C. P. Pedersen of Division Five, and (18) Conductor J. T. Wright of Division Four, from Mrs. M. V. Halsey for very courteously assisting her on and off the cars.

For (19) Motorman F. M. Preston, (20) Motorman J. M. Bothwell, (21) Motorman W. S. Van Nest, (22) Motorman S. R. Harrington, (23) Motorman S. E. Phillips and (24) Conductor J. Howarth, all of Division Four, from Miss Ella M. Kennedy for their courtesy and kindly assistance to her on her daily trips to and from the city.

For (25) Motorman C. M. Good of Division One from Louis C. Mullikin, M.D., who paid Motorman Good the highest of compliments for "his alertness and his fine coordination of sight and reaction" when he swiftly stopped his car thereby missing, by inches

only, a child who darted in front of the car to retrieve a ball which had landed on the tracks.

For (26) Motorman T. Moore of Division Four from A. B. Merrihew, Superintendent of the Los Angeles Railway Building, who writes: "It was raining and the tracks were slippery; automobiles were skidding on the tracks; traffic was congested and operating conditions were bad. This motorman, apparently new in the service, handled his car like a veteran; took no chances; made his stops in plenty of time and made smooth stops, and at two different places waited for passengers".

For (27) Motorman C. W. McGehee of Division One from H. M. Sproul for his courtesy and wonderful service to patrons and the public, and for watchfulness and carefulness in operating his car through traffic.

For (28) Conductor J. D. Sweeten of Division One from Miss Rita Kissin for taking care of her brief case when she left it on the car.

For (29) Conductor J. Holt of Division Three from Mrs. Blanche Austin who has observed him in many good acts at various times when she was riding on his car.

For (30) Conductor A. E. McGown of Division Three from R. Ruhlin, Stenographer at Division Three, who commends him for his courteous attitude and pleasantness and for helping passengers with their packages when the car was very crowded.

For (31) Conductor O. G. Nelson of Division Three from Mona London Brown for quick thinking and prompt action in attracting her attention and returning her purse to her when she had left it on the car at the end of the line.

For (32) Conductor C. O. Ashton of Division One from Melissa Don Funk of the University of California Extension Division, for the unusually courteous treatment she received from him. He was also thoughtfully kind to others, she writes.

Collector of Venomous Insects

By C. L. HATCH

For (33) Motorman B. F. Higgins of Division Four from Jack Curnow for stopping and waiting for passengers whom he saw hurrying from another line. This courtesy was greatly appreciated.

For (34) Conductor C. O. Hagen of Division Four from H. M. Cutter for his efficiency and courtesy to passengers and for informing passengers when they boarded his car that they were not going to the end of the line.

For (35) Conductor J. C. McHenry of Division Five from J. C. Zimmer who wrote: "I want to thank him for his many courtesies to me in a very crowded car. He kindly gave me his stool to sit on. He has frequently helped me on and off his car as I am nearly ninety and can not see very well. I much appreciate his kindness".

For (36) Motorman A. E. Tuffing of Division Three from F. A. Brown who wrote: "He stopped his car at the east end of the North Broadway bridge. After he started and was about two hundred feet on the bridge, an old lady got up and went to the motorman. She had a transfer in her hand and the motorman stopped his car, got down on the street and helped her off the car and took her by the hand across the bridge to the other side where she could walk back safely and get her car. I think this is one of the finest things I ever saw your men do. I was going to thank him myself but decided you should let him know how the traveling public appreciates his kindness".

For (37) Conductor C. L. Walinder of Division Five from Katie Jewell Morrow for his kindness and patience.

For (38) Motorman E. M. Howard of Division One from Mrs. Billy Ryberg for his great kindness to all passengers, regardless of ages.

For (39) Conductor L. P. Larsen of Division Five from Mrs. E. Crowder for kindly and efficiently coming to her aid and saving her embarrassment when a large bag of groceries she was carrying broke as she boarded the car and the contents scattered in all directions. Conductor Larsen helped her to gather them up, seated her and then assisted her to re-pack and re-tie them so she could get home.

Conductor Larsen is also commended by Aurora M. Platt, D.C., who wrote: "I am returning token to reimburse Conductor Larsen who graciously paid my fare so I could get home when I had lost my purse".

For (40) Conductor A. L. Layton of Division Four from Mrs. W. B. Davis as follows: "I wish to commend Conductor 936 who has always been most courteous, kindly and helpful, especially to the afflicted or aged passengers".

As you probably know, this little animal answers to the name of Scorpion, but its real name is Arachnida Scorpionida Buthus. Webster describes it as: "A cryptozoic nocturnal viviparous, venomous insect, found principally in warm climates."



This particularly fine specimen was captured by J. R. Brittain on his ranch in Coachella Valley, and presented to the writer who prizes it very highly. Whereas it is not the largest on record, yet it measures five and one-half inches in length. It has a small black bug in its claw, which it was in the act of devouring when caught.

Scorpions belong to the general class of spiders (Arachnid), but unlike most spiders, they do not spin a web, or lay eggs. They bear their young, two at a time and the brood consisting of a dozen or more individuals are carried upon the mother's back until they are old enough to shift for themselves.

Although natives of warm countries, scorpions cannot endure the direct heat of the tropical sun and soon die from its effects if they cannot reach the protection of a shaded spot. Their habits are exclusively nocturnal and they are seldom seen about in the day time.

At the extreme end of the tail you can see a stinger which is used to kill its prey, also for protection when attacked by larger animals. Their

food consists of small bugs and insect life although some of the larger of the specie have been known to kill and eat small lizards and mice. The method used to procure food is to catch the insect in the large claws then flop the long tail over its back and sting the captive until it becomes paralyzed then the meal can be disposed of at leisure.

Scorpions vary in size from two to eight inches in length. The effect of their sting on human beings seems to be in proportion to the size of the scorpion. There are many stories of their stings being fatal to man but as a matter of fact it is no more to be feared than a wasp or bumble bee, which is seldom, if ever fatal. Nevertheless, they are greatly feared by people and the sting is very painful and accompanied by inflammation and throbbing which may last from one hour to several days. It is stated by a reliable authority that if a person has the courage to be repeatedly stung he will become insensible to the pain and immune to the ill effects. They may be rendered absolutely harmless by breaking the little stinger point which is a trick resorted to by Arabs and Dervishes to impress the uninitiated traveler with their super-human abilities.

Scorpions are of great antiquity, mention being made in the Bible of "The sting of the Scorpion." Fossils are found in coal mines of these little animals exactly as we find them today with practically no anatomical changes, after many thousands of years.

EDITOR'S NOTE—Mr. Hatch has a hobby of collecting specimens of such worthy citizens as scorpions, tarantulas, etc. Right now he is looking for a good, big specimen of the tarantula family—dead or alive.

What Is Your Hobby?

All of us have hobbies of some sort. What's yours? Fill in the coupon below and mail it to the Hobby Department of Two Bells, 601 Los Angeles Railway Building, Los Angeles, Calif.

When you have filled in the coupon, why not send with it a letter telling about your hobby? And if you have some photographs that illustrate your hobby, send them too. They will be handled with care and returned if you wish. But—mail the coupon!

Hobby Department,
Two Bells,
601 Los Angeles Railway Bldg.,
Los Angeles, Calif.

My hobby is.....

Name.....

Address.....

Division or Department.....



Division One

H. N. COLE

The Vernoy family is well represented at Division One. We have three brothers, all conductors, O. L., K. C. and L. F. All are fine looking fellows and naturally all conscientious workers.

After being off for a month, Conductor O. A. Early is back on the job, but he is not the same. His teeth are all gone and he shows the effect of living on mush and milk. Otherwise he is all right.

Speaking of teeth reminds me that Motorman Joe Dominguez had to pass up his Christmas turkey, as he has joined the mush and milk brigade.

We are glad to welcome back Motorman E. R. Rath. He has been missing for the last two and a half months. After learning that he had been Instructor on the rough-edge car during that time, we thought little wonder those new motormen are doing their stuff just like seasoned men.

Conductor A. F. Steiner pulled a rank one recently. While deadheading home one noon he became so engrossed in his reading that he forgot his changer and left it on the seat. An honest passenger found it and turned it over to Conductor Schuler who was in charge of the car, and of course he got it back after spending an uncomfortable ten minutes waiting for Schuler's car to return. He says that hereafter he will read with one hand and hold his changer with the other.

Saw George Arnold a few days ago, formerly a motorman out of Division One. He says his health is still poor but he is glad to be living.

Motorman D. F. Hodges is confined to his home on account of bad health. We hope to see him out again soon.

Motorman J. H. Schrader has returned to his duties after being off for several weeks nursing a bad heel.

Have you noticed Conductor B. B. White lately? With a new uniform and a cute little mustache to match he just looks swell.

Of course you know that new motorcycle parked out front belongs to Conductor W. W. Lonie. He rode his old one to Tia Juana recently and a motor or something burned out, so he invested in a new one, and it is a dandy.

Conductor W. H. Dyson reports that his son, Vanon, who was seriously injured a few weeks ago, is rapidly improving. He was thrown from his bicycle by a truck and suffered a fractured skull and other minor injuries.

Conductor E. V. Athenous was thrown from his seat when an automobile collided head on with his car, and was painfully injured. He was off duty for several days on account of it.

Motorman W. R. Kitson received the sad news reporting the death of his father who passed away at his home in Illinois.

Motorman T. W. Spurgeon evidently forgot for the moment that he was operating a P. W. car. Anyway when his Conductor R. W. Bower pulled the switch at Seventh and Central, Tommie wound it up and kept going. Bower thumbed a

ride on an automobile and caught his car somewhere down the line, and was Tommie's face red!

A short time ago Motorman A. L. Tucker had occasion to stop his car and secure the name of a driver of a truck who had bumped into his car. The driver was a colored man, and when Tucker asked his name he replied, "A. L. Tucker".

Christmas, 1933 is a thing of the past, and we all had turkey and everything. Motorman "Tex" Hoffman says he will be ashamed to ever look a turkey in the face again. So here's wishing everybody a Happy and Prosperous New Year.

* * *

Married

Congratulations to Motorman and Mrs. J. Waddell. They were married on December 23rd. The bride was Miss Gladys LaVon Packer.

* * *

Santa Claus was extremely good to Motorman B. B. Parvin in bringing him a new de luxe model Dodge coupe, but B. B. had to foot the bill.

For Rent

Extra nice 6 room house, unfurnished. Three bedrooms. Refinished inside and out. I claim as good location as any for convenience and neighborhood. Sam Edwards, Owner, 1009 So. Alma. House at 918 So. Breed St.

For Sale

A Model 63 Keystone, 16 mm. Moving Picture Projector, electric motor driven with rheostat. Has 100 watt lamp, 3 extra 400 spools, complete with screen, \$25.00. W. A. Powell, 16th St. Garage. Residence, 724 Magnolia St., Burbank.

Your Income Tax Report

The company has made arrangements for George A. Prichard, attorney, one of our own old timers and now an income tax expert, to be at the various Divisions on certain specified days. Mr. Prichard will assist any who do not know how to make out their tax returns which must be filed by March 15th.

Mr. Prichard's schedule is as follows:

Division One—Monday, February 12, 19, 26 and March 5.

Division Three—Tuesday, February 13, 20, 27 and March 6.

Division Four—Wednesday, February 14, 21, 28 and March 7.

Division Five—Thursday, February 15, 22, March 1, 8.

Also on Fridays or Saturdays or any evening by appointment.



Division Three

L. VOLNER

Christmas gave the men of Division Three the opportunity to show their appreciation of the only lady on our force. Mrs. Rhoda Ruhlin, our very popular stenographer, is held in the highest esteem by all the men, and it was indeed a great pleasure to present Mrs. Ruhlin and her little daughter with a Christmas remembrance.

When returning from his honeymoon, which was spent in San Francisco, Motorman J. H. York was tagged by a speed cop near Newhall and notified to return there on a later date to see the judge.

The many friends of Conductor Sam Riggs are glad to see him back on the job again after about three months off duty, which were spent in the hospital on account of an operation.

Miss Marcelene Tuttle, daughter of Mr. and Mrs. Harry T. Tuttle, observed her fourteenth birthday on the afternoon of December fourteenth. The young ladies who were guests of the charming young hostess were all classmates at Franklin High School, and the afternoon was pleasantly spent at the Tuttle residence on Cypress Avenue. Refreshments were served by papa and mamma, and it is really not necessary to state that all the young ladies had an enjoyable afternoon. Those present were: Arlene McDonald, Dorothy Caldwell, Bessie Skoll, Alice Fares, Carmel Davis, Janet Hicks and Ida May Harlacher.

Conductor C. J. Ritter and Operator M. F. Graham have returned from a several weeks trip to points in Oklahoma. Both of these boys contend that California looks better than ever, and they feel that they will be satisfied for some days to come.

Conductor C. D. Johnson received a sudden call to return to his old home in Kansas on account of the serious illness of his father. We sincerely hope Mr. Johnson finds his father recovering upon his arrival.

After several days of vacation, which were spent with a sister in San Jose, Conductor C. W. Lentz is back on the job. Lentz was in San Jose at the time of the recent hanging of the kidnapers and said he was not interested enough to go down to look on.

Operator S. O. Huddleston has been transferred to a relief run on Line "W". While acting as an operator on Line "B" he was held up so often that the bandits got to calling him by his first name. During the last holdup in which he was concerned he was menaced with a knife in the hands of one of the bandits, and Huddleston said it looked more like a sword of regulation length.

Operator R. W. Heaney was also concerned in a holdup by three bandits, the oldest of the trio being about twenty and the youngest about fourteen. They also used a knife to enforce their demands. After they had left the car Heaney pro-

duced a thirty-two calibre revolver and indulged in a little target practice, but failed to get a bull's eye.

Conductor N. E. Mackay took precaution to avoid a possible holdup, and hid several dollars in what he thought was a secure place, but some one beat him to it, and as a result he was short quite a lot of Christmas money.

For about ten days before Christmas it looked like old times around Division Three. Everybody was working, and every possible extra was put into service. The new men bore the brunt of the battle, and everyone did his part without any complaining whatsoever.

We regret to announce the death of Mrs. J. D. Messick, which happened on December 11th. The sympathy of the boys of Division Three is extended to Mr. Messick.

It is with deep regret that we chronicle the death of Mrs. Mary Allen of Lincoln, California, the mother of A. E. Allen, Operator and Extra Clerk at Division Three. What makes her passing doubly sad is that the family had all preparations made to celebrate the golden wedding of the parents on Christmas Day. The sympathy of the many friends of A. E. is extended in his bereavement.

Clerk Harry Gilmore has been indisposed for the past several weeks on account of a skin infection on both hands. This was caused primarily by the handling of money. Dr. Lane expects to effect a cure within the next few weeks, and the boys are all anxious to see Mr. Gilmore back on the job.

HAPPY NEW YEAR!



Division Four

C. J. KNITTLE

About one year ago today, Mr. Schaubert, the Scribe of Vernon Yard, called the Two Bells Editor and said the flu had laid up so many of his fellow workers down there he had arranged the names in alphabetical order. This year Division Four is in the same fix. The sick list is large. Not only flu but many similar afflictions. Everything from a "co'de in da dose" to "double pdeumodia".

There is also an epidemic of trippers at this Division and the swollen sick list does not help matters very much. However, quite a number of the regular men voluntarily worked trippers during the pre-Christmas rush and the bad situation was well cleared up.

* * *

More Wedding Bells

We're short a lot of dope on the marriage of Conductor C. O. Haugen. C. O. is apparently trying to keep it a secret but the cat's out now. The happy bride was formerly Ruby Jensen of this city. The event occurred sometime in December. Congratulations!

* * *

Motorman G. La Creaux experienced something new in thrills while returning

from his cabin in the San Fernando hills on December 3rd. While crossing a viaduct north of Roscoe on San Fernando Road an auto, attempting to pass him from the rear, collided with an auto traveling in the opposite direction. The impact threw one of the machines so forcibly against La Creaux's that one of his rear wheels was pushed off the side of the bridge. La Creaux, fortunately, was not injured.

We regret to announce the resignation of Motorman M. Langager which he submitted on December 6th, on account of ill health.

At the time of this writing, Motorman Dusty Rhoades was laid up with double pneumonia. We are pleased to report, however, that he is now able to sit up for a short time. Our best wishes are for a speedy recovery.

We are also very glad to welcome Motorman F. J. DeMott back from the sick list. F. J. has spent many weeks recovering from an attack of sciatic rheumatism. He returned December 12th.

Conductor Frank Reynolds is also welcomed back to duty after being laid up three weeks with the flu. He returned December 19th.

It is not uncommon for pedestrians, in their haste to get across intersections, to run headlong into the side of moving street cars. That is the thought that just came to mind when a news item was recently received concerning our good friend and ex-sailor, Motorman J. D. Ledford. J. D., it seems, has never lost his longing for the sea. In fact, not many months ago he purchased a beautiful sailing craft and has been spending much of his spare time making trips to Catalina and interesting points along the coast. Mr. Ledford apparently likes to do things in a big way for according to this report when a traffic accident had to occur down there in the harbor Ledford chose for a victim one of Uncle Sam's battleships. 'Nuff said.

Conductor C. R. Clark had the misfortune of having his Chevy coach practically demolished after parking it at Adams and Sycamore on December 9th. The driver of another machine had fainted and his car ran wild for several blocks before crashing into Clark's car. Fortunately no one was injured.



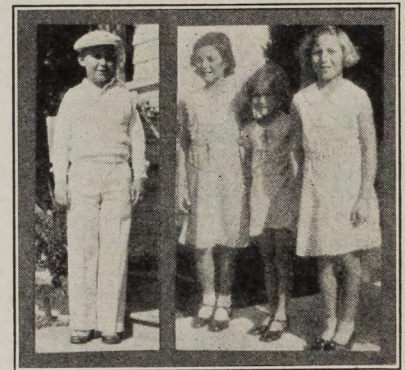
Division Five

FRED MASON

Well boys, here we are in the year 1934. Let's all get together and make it the best year of all. Motormen will do well to shoot at the record of Motorman E. W. Lyon, whose name appears at the top of the seniority list; also it is on top of the list on accidents for 1933. His record might be equaled but wasn't, as he is the only motorman to go through the year without an accident. Congratulations Lyon, old man, may you repeat this year

and may many of the others be with you.

John, our jovial janitor, had a very good time Christmas, having taken a few shots at some quail and he got quite a bag full. Quail and Bob White are all the same to John.



Left: John J. Deenean. He's a regular feller and is all wrapped up in the baseball business. In the more classical activities, John loves the violin and has been a student of it for over two years. He is 12 years of age, a 6th grade student and is the son of Motorman J. R. Deenean of Division Four.

Right: These three charming little misses are the daughters of Conductor George Laird, of Division Five. From left to right they are Dorothy, age twelve years, Vivian, age seven, and Sylvia age ten. Conductor Laird entered the service eleven years ago and has always maintained a good record.

Motorman C. R. Lewis, who was very badly injured in a motorcycle smash-up recently, is in the General Hospital and is progressing very well. He says "Come up and see me some time".

At a recent meeting of the Square & Compass Club, the hat was passed around for a worthy cause and quite a tidy sum was collected. When the meeting broke up, the owner of the hat, Conductor C. L. Walinder, in the act of putting his hat on, was greeted with a shower of nickels, dimes and quarters, and was he embarrassed?

Every week end finds Conductor J. L. Decker out rabbit hunting. When he returns he always eats steak.

We are very glad to greet Conductor Frank Rainey back on the job after a long illness. And the same goes for Conductor Willie Skinnell.

When C. D. Clark was flivvering along San Fernando Road on his way to Division Three, in the fog one recent morning, it wasn't so good. When C. D. went off the road into a ditch it wasn't so good either. However, one of our Line "5" cars came along and pulled him out and made everything O. K. and C. D. was at his stand that day, as usual.

Motorman George Schultz and his son, Motorman M. G. Schultz are off on a fifteen day jaunt to Glendale, Arizona, visit-

ing friends and relatives there.

The boys of Division Five join in expressing their heartfelt sympathy to Mortimer J. L. Zellers, whose wife passed away on December 16, 1933.

Conductor Paul Hampton will be off for thirty days and is driving back to Port Arthur, Texas, to visit his folks there.

* * *

Wedding

Congratulations are in order for Conductor W. H. Burton of Division Five, who was married to Miss Theodore Ward on December 13, 1933.



JACK BAILEY

On the night of December 16th the many friends of Fred Andrus, of the Winding Room, gathered at his home to spend a most enjoyable evening at cards and bunco. The occasion was in celebration of his twin daughters, one of whom was retiring as Queen, to conduct the installation of the other as Queen of Job's Daughters. Those who were present within our Shop acquaintance were: Mr. and Mrs. J. Steenrod, Mr. and Mrs. J. T. Watts, Mr. and Mrs. C. Green, Mr. and Mrs. L. Griffiths, Mr. and Mrs. C. De Baum, Mr. and Mrs. B. Bradford, and Mr. Joe Schnell. There were some eighty other friends who paid their respects to the host. Joe Steenrod retained his superlative ability by carrying off a beautiful electric lamp as first prize at 500.

Electrician J. Jiles reports his application for his final citizenship papers.

"It's all off between us", said Art Gerrard's ear to his shoulder. Meaning of course, that said Electrician got a hair cut.

C. Green, Assistant Foreman of the Winding Room, is sporting a 1930 Stude sedan.

Truckman Roy Blaize says he is going to start the New Year right with a clean pair of overalls. We don't blame him in the least. Want to buy a DUCK?

Truckman L. Spratt made himself conspicuous by his absence December 5th. Not a very bad day for a wedding anniversary as old John Barleycorn was reborn on that date.

Carpenter T. C. Shelford is back with us from Division Five. Welcome home, Charlie.

Carpenter R. H. Calderwood has just passed for his final citizenship papers and will soon be a one hundred per cent American.

Carpenters Al Dellinger and L. A. Johnson, with Jimmie Hale, Progress Clerk, spent the holidays at Moreno Dam, duck shooting.

Machinist O. Rivers celebrated Christmas by taking to the air. Rivers, who has always been air-minded but lacked the courage, found just the right spirits that overcame that fear and now regrets the thrills he has been missing.

Painter M. Bradley chose San Diego and Tia Juana for his holiday trip and from all rumors he had a very enjoyable time. Scribe note: "I congratulate you, Mr. Bradley, most of the boys don't remember if they got out of town or not."

Painter C. Schneider was all set for Christmas dinner, having played Santa Claus to himself with a set of new store teeth.

Painter Joe Geiger and family spent Christmas on his father's ranch in Arizona.

J. D. La Tore, of the Paint Department, still answers on the sick list.

B. Bradfield, Receiving Clerk of the Store, celebrated the 26th of December as his 34th or 35th wedding anniversary. He will have to look it up.

A. Edmunds, of "C" Inspection, entertained his father and mother who are visiting him here from San Diego over the holidays.

Sincere sympathy was extended Truckman R. Blaize upon the passing of his mother on December 22nd. She was 67 years old.



J. H. McCORNACK

Our local restaurant put up a pair of football tickets as a prize on a game of skill in their establishment. J. A. Carlson played the game eight hours straight on his day off and was sure to win so he dated the girl friend and laid off the following Saturday. He stopped in

at the restaurant Friday evening and to his dismay found out that G. D. Love was the lucky winner.

F. O. Jones is out of the hospital and will be back to work around the first of the year.

E. L. Wiseley has recovered and is back to work. His appendicitis operation was entirely successful.

That tiny red spot under E. G. Leonard's chin is his necktie.

Jack Grey has a new idea. It is the running of an express line to Fairfax.

F. L. Cleary received word that his mother-in-law had been killed in an automobile accident in Colorado. He was granted a leave of absence and with his wife left for there immediately.

C. S. Wise has never run into anything while driving but look out for your fenders when he is walking.

C. L. Campbell took a weeks vacation for Christmas. He intended to go to Washington but may have changed his plans on account of the floods there.

R. B. Gosnell left his aeroplanes out in the rain and they shrank. From the exactness of the models that he is making you could imagine this to be true. He is not making toys but exact flying models and already has an exhibit at the Santa Monica Aircraft Model Shop. He intends to build over a hundred in the coming year and will incorporate in them many new ideas of his own.

Pretty tough on an operator when he is being taken to the hospital in an ambulance to have to stop an account of his follower being in the way.

B. L. Hartzel has a Japanese girl friend who gives him Christmas presents but she still pays her fare.

C. R. Neighbors says the wrong clique got in office at Santa Monica. They turn off all the signal lights at intersections now which makes it a real gamble. Two bits I make it.

D. C. Burget and L. P. Blood have resigned. Burget is going to Iowa and Blood is taking up his residence near his folks in Kansas.

Tiny Rider admits eating a thigh, a leg and a wing of turkey with a peck of potatoes and a gallon of gravy for Christmas dinner.

Runsharp McCurdy can sure do his Rah! Rah! Rah! when he gets to the end of the line. For more information see G. B. Bouma.

C. V. Coleman is getting so fat that he can hardly wear his clothes. We know what he has been doing.

A fast looking speed chariot is Number 43 and it belongs to H. D. Lester of the Motor Coach Division. He built this car and has qualified in 29.90 at Ascot to drive it. In the November 5th race he started in sixth place and finished in sixth place. Since then he has cracked up but now has his car rebuilt with a new motor of 205 cubic inch displacement with high compression pistons which he expects to turn 5400.

GARAGE

We have two men to introduce this month. They are J. L. Clark and Wm. Buchanan. J. L. Clark was placed on



These two husky little gentlemen are Donald and Ronald Penn, aged nine months, sons of Mr. and Mrs. Harold Penn and grandsons of George Yale of the South Park Carpenter Shop.

Electrician C. N. Mathews will embark on the City of Los Angeles January 11th for a thirty day tour of the South Sea Islands. Some of the boys think Elsinore would be just as interesting and a lot cheaper.

Electrician H. P. Eimer has taken unto himself a late model Jewett.

the First Shift and Wm. Buchanan was placed on the Third Shift. John Robinson has been transferred to the Day Shift replacing Foreman Bignall.

Superintendent C. B. Lindsey and D. J. Sullivan received a bottle of shampoo and a comb for Christmas. And as Dopey Dick said to the Duke, "Just what I wanted." Scotty Crawford, G. Oliver, R. Marshall and G. Baker want to borrow their presents.

Bring 'Em Back Alive Bignall was called to Turlock to tow in a friend's car. His own car broke down after a few miles of towing but he had his pay check, wrist watch and pink slip with him so was just able to buy enough parts to get home. He was so busy that he didn't have time to send himself a post card.

That fuzz on the top of J. Keller's head was grown by the diligent use of Nee-pah Indian Remedies.

Joe Covington's wife has been very ill with a heart attack. She is better now.

Governor Juris told us that he had purchased two more pigs and the next day the paper stated that a farmer in Gravy Acres had had two pigs stolen. Of course there can't be any relation between the two incidents but all you can hear around the shop is "funny."

R. Taylor's boy received a fractured left arm for Christmas Eve. He heard a noise outside and decided to catch Santa Claus. In his excitement he slipped and fell while leaping the yard fence.

Wilson Turner felt lucky and spotted Scotty Crawford six strokes in a game of golf. He was lucky enough to only get beaten by nine strokes, not counting the spot.

F. Shipley and Slim Campbell have set a new record for speedy take-offs in foot racing on Central Avenue.

It takes a farmer girl from Arkansas to take in a native.

When Wm. Decker puts on a feed, well, he puts on a feed. He served two turkeys from his Broken Arrow Ranch to six people for Christmas dinner. Deck is still eating turkey.

E. E. Sullivan said: "Yes, I know tomorrow is Christmas, but what is the date today?"

John Marvel says the new deal is all right but they mixed the cards too much.

R. Hester's old red rooster came 'round the mountain once too often and found himself in the middle of the Christmas dinner table.

Those ties Jack Savage and Sam Turner gave the boss for Christmas to take them off truck work didn't do much good. Guess they didn't take the price tags off.

For any information on seafaring, foreign ports or foreign customs see Pat Pierce and Chas. Hardy.

Bill Wilson will sing Annie Laurie if Scotty Crawford and Jim Buchanan will accompany him on the bag pipes.

Governor Tom Juris of the 16th St. Garage says that he lives on a ranch because he likes to have plenty to eat. He raises his own bacon and Tom's bacon does not curl. He cuts it so thick that it can't.



F. F. ROBEY

DIVISION ONE

A. H. Wutherick and family spent a pleasant Christmas, driving to Mount Baldy and Ice House Canyon.

W. S. Mayo has bought a new Chrysler coupe.

* * *

Marriage

Jack Ellis and Miss Anna Bess Hale were married on December 15th. They spent their honeymoon at Big Bear Lake. Accept our hearty congratulations and we also thank you for the smokes.

* * *

Thomas Jeffrey is the new man at Division One Nights. He was transferred from Division Three Days. Glad to have you with us, Jeff.

T. W. Lambert and Conductor R. A. James went duck hunting. They could not hit them. Better stay with the jack rabbits, boys. You know it takes real hunters to bring down the ducks.

DIVISION TWO

Yes, Division Two is still open and so are the pits as a couple of young fellows found out when they landed in the pit. They were driving in a heavy fog and followed the car tracks into the Car House and landed in the pit. Fortunately no one was injured.

J. L. Sherrill says his brother Paul is home from the hospital and is getting along nicely with the aid of a pair of crutches and he will soon be around to see the boys.

W. A. Welch had a little accident the other foggy morning. Just as he drove out of his driveway he collided with a high line pole which he had asked the Edison people to move.

He has nothing on J. A. Albright who, when coming to work in the fog, just bumped into a fire hydrant and stopped until the fog lifted, then he took his car to the garage.

DIVISION THREE

A New Year has come and Division Three Mechanical wishes all a happy one.

Jerry Lewis had his leg broken Christmas Day. He is getting along O. K.

Clyde Hamlin came in to see us a few days ago. Looks fine but feels better if he does have to use a cane.

W. Houston is sporting a Model A coupe. Says the old Ford got too breezy.

J. Rappe, Jr., had blood poison in his right thumb, but is feeling better.

DIVISION FOUR

All the boys and their families at Division Four had a very good Christmas.

Geo. Smith, Joe Campbell and Tom Watts are the entrants in A. Davis' basket ball team from Division Four. They know they are good.

We wish to extend our sympathy to Cecil Girrard in the recent death of his sister, Mrs. Florence Burrows.

We don't look for any more quakes, but if they should come we won't worry

about our Shop because it is quakeproof now.

DIVISION FIVE

Ed Hess had quite a lot of trouble finding Car No. 1419 after it had been painted yellow. Ed says he was looking for a green car. Better get some glasses?

The boys all returned to work after the holidays but did not seem to be rested much.

If you have eye trouble see W. Alport. He can get cold tea from the waitress at the cafe that helps your eyes work.

The new men in our Department are Vern Ferguson and George Low. We welcome you and wish you the best of luck.

Tom Cosgrove had a hard time trying to learn how to mix Tom and Jerrys but he called up the Biltmore and was told. Now he says come and see me some time.



H. I. SCHAUBERT

Harold Shelford's son was painfully injured last month when he shot himself in the foot while on a hunting trip.

"Honey" Watkins made a trip to the mining camps at Sonora during the Christmas holidays.

New cars of the month: "Kewpie" Smith, one Dodge sedan, (says there was not enough room in the old Ford roadster); Charlie Shelton, one Willys sedan, pocket model, (too much room in the old Pontiac). Figure that one out.

"Fashion Plate" Morgan wants everyone to know he has two suits so he wears a coat from one suit and pants from another. He owns a new overcoat, too.

Santa Claus was sure good to Austin Fleetwood. A great big box of cookies, a nice bottle with which to create an appetite, and some digestive tablets. Charlie Plume helped him open the packages, and did HIS mouth water!

No, Mrs. Rankin, that Christmas card was perfectly O. K. Axel is not a girl's name. We all call him Al.

Jake Zuber made his customary Christmas visit to the Yard and passed out cigars to all his friends.

In a skit given at a certain club meeting, Andrew Campbell Egan was cast in the role of a proud papa, and does he know his Yiddish! His opening lines of, "Vell, who's going to pay de exxpenses," brought down the house.

Red Stevens picked a poor time to have his welder fixed. He had to work days while the work was being done and the sun did not shine during the entire time.

Leslie Sparks attended the turkey shoot held by the Los Angeles Police Department, but, due to the fact that after the shoot he found there were no sights on his rifle, he failed to win. So, rather than disappoint a wife and son who believe in him, he took them on a holiday trip, staying in the most exclusive hotel in Ramona, the Kennelworst. Probably felt that he belonged in the dog house, so he did it as gracefully as possible.



LARRY LAFFS

The chief constable of a small English town was also an expert veterinary surgeon. One night his telephone bell rang. "Is Mr. Blank there?" said an agitated voice.

Mrs. Blank answered yes, and inquired: "Do you want my husband in his capacity of veterinary surgeon or as chief constable?"

"Both, madam," came the reply. "We can't get our new bulldog to open his mouth, and—there's a burglar in it."

"Father," said the small boy, "what is a pork barrel?"

"My son, you are entirely too inquisitive."

"Don't you know?"

"Only in a general way. It's an institution, more or less mythical, to enable a Congressman to show his folks that he can bring home the bacon."

Customer (pointing to Chinese characters on laundry ticket): Is that my name?

Chink: No sclection, means I'l ol' man, cross-eyed, no teeth.

Customer: Er—thank you.

Even the purest-looking surface air has rubbish suspended in it, says a doctor columnist. You're telling us radio fans!

FANNED OUT

"I've had a hard day," said the tired business man aboard the evening train for home. "One of my office boys asked the afternoon off to attend his aunt's funeral. So, being onto his scheme, as I thought, I said I'd go along, too."

His friend chuckled. "Great idea! Was it a good game?"

"That's where I lost out," sadly admitted the man of business. "It was his aunt's funeral."

"Good morning, Mrs. Kelly," said the doctor. "Did you take your husband's temperature, as I told you?"

"Yes, doctor. I borrowed a barometer and placed it on his chest; it said 'very dry,' so I bought him a pint o' beer an' he's gone back to work."

Actor: "I told the producer I must have real food and real champagne in the banquet scene."

"Did he agree?"

"Yes, provided I took real poison in the last act."

"My aunt in Venice is sending me a gondola for my birthday. How am I going to play it?"

"Such ignorance! You don't play a gondola, you throw it over your shoulder like a shawl."

"Did you call Susie up this morning?"

"Yes, but she wasn't down."

"But why didn't you call her down?"

"Because she wasn't up."

"Then, call up now and call her down for not being down when you called her up."

She (tearfully)—"You said if I'd marry you you'd be humbly grateful."

He (sourly)—"Well, what of it?"

She—"You're not; you're grumbly hateful."

Bo—Say, what is limburger cheese composed of?

Joe—Limburger cheese ain't composed of nothin'. It's decomposed.

Mr. and Mrs. David Wine of 2440 Lake-view Avenue announce the approaching marriage of their daughter, Laura, to Juel Edward Soboroff of the Belden Stratford Hotel.—Chicago Tribune.

SAFE PROGNOSTICATION

The weather man dreamed that he was dead;

That he stood by his monument tall, and read

The message thereon—and he hung his head,

For "Probably Warmer" was all it said.

"Are you positive," demanded counsel, "that the prisoner is the man who stole your car?"

"Well," answered the witness, "I was until you cross-examined me. Now I'm not sure whether I ever had a car at all."

Neighbor—"Why is your car painted blue on one side and red on the other?"

Speedy—"Oh, it's a fine idea. You should just hear the witnesses contradicting one another!"

"I don't see why you haggle so with the tailor about the price—you'll never pay him."

"But, you see, I am conscientious. I don't want the poor fellow to lose more than is necessary."

Mr. Crabber: "You say the noon train has been postponed until tomorrow. Then I suppose I'll have to take the evening train."

Ticket Agent: "That's been postponed until next week. You see, this railroad has just elected a new president and he was formerly a judge."

Passing through a military hospital, a distinguished visitor saw a horribly wounded private from one of the Irish regiments.

"When are you going to send that man back to the States?" he inquired.

"He ain't going back to the States—he's going back to the front," an orderly informed him.

"Back to the front?" exclaimed the visitor, "but man, he's in an awful shape."

"Yes," replied the orderly, "and he thinks he knows who done it."

The Government Offers Us

The U. S. Department of Agriculture at Washington issues many bulletins of helpful interest to women, and which may be had for the asking. Among the bulletins issued which are of timely interest now are the following:

Dressing Up the Humble Onion (30336-C); A Tailored Romper (35815-B); Attractive Varied Meals Encourage Good Nutrition; Children's Toys; Attractive Day-Bed Made of Old Couch Remodeled; A Good Eggless Cake; Pinwheel Cookies; Date Bars; Hot Breads for Cold Days; Ways to Serve in Small Quantity Buying; Making the Weekly Low-cost Food Supply Go Around; Iron in the Diet.

Write the U. S. Department of Agriculture for any of these. Ask for them by name, and by number where numbers are given.

Weather Forecasting

Keeping in mind a few basic principles, nearly every one can be a fairly good weather prophet. Just remember that the wind blows from regions of fair weather toward where a storm is forming.

The Cirrus, or curl clouds, move from where the storm is in progress. The Cumulus, called ball or cotton clouds, move from the region of fair weather to where a storm is brewing. And when Cirrus clouds are moving rapidly north or northeast, there will be rain inside of twenty-four hours.

Wind always blows in a circle around a storm. Wind never blows unless rain or snow is falling within one thousand miles of you.—*Tips*.

A woodpecker pecks
Out a great many specks
Of sawdust
When building a hut.

He works like a nigger
To make the hole bigger—
He's sore if
His cutter won't cut.

He don't bother with plans
Of cheap artisans,
But there's one thing
Can be rightly said:

The whole excavation
Has this explanation—
He builds it

By
Using
His
Head.

TODAY

I've shut the door on yesterday—
Its sorrows and mistakes;
I've locked within its gloomy walls
Past failures and heartaches.
And now I throw the key away
To seek another room,
And furnish it with hopes and smiles
And every Springtime bloom.

No thought shall enter this abode
That has a hint of pain.
And Envy, Malice and Distrust
Shall never entrance gain.
I've shut the door on yesterday
And thrown the key away—
Tomorrow holds no fears for me,
Since I have found today.

—Selected.