

TWO BELLS



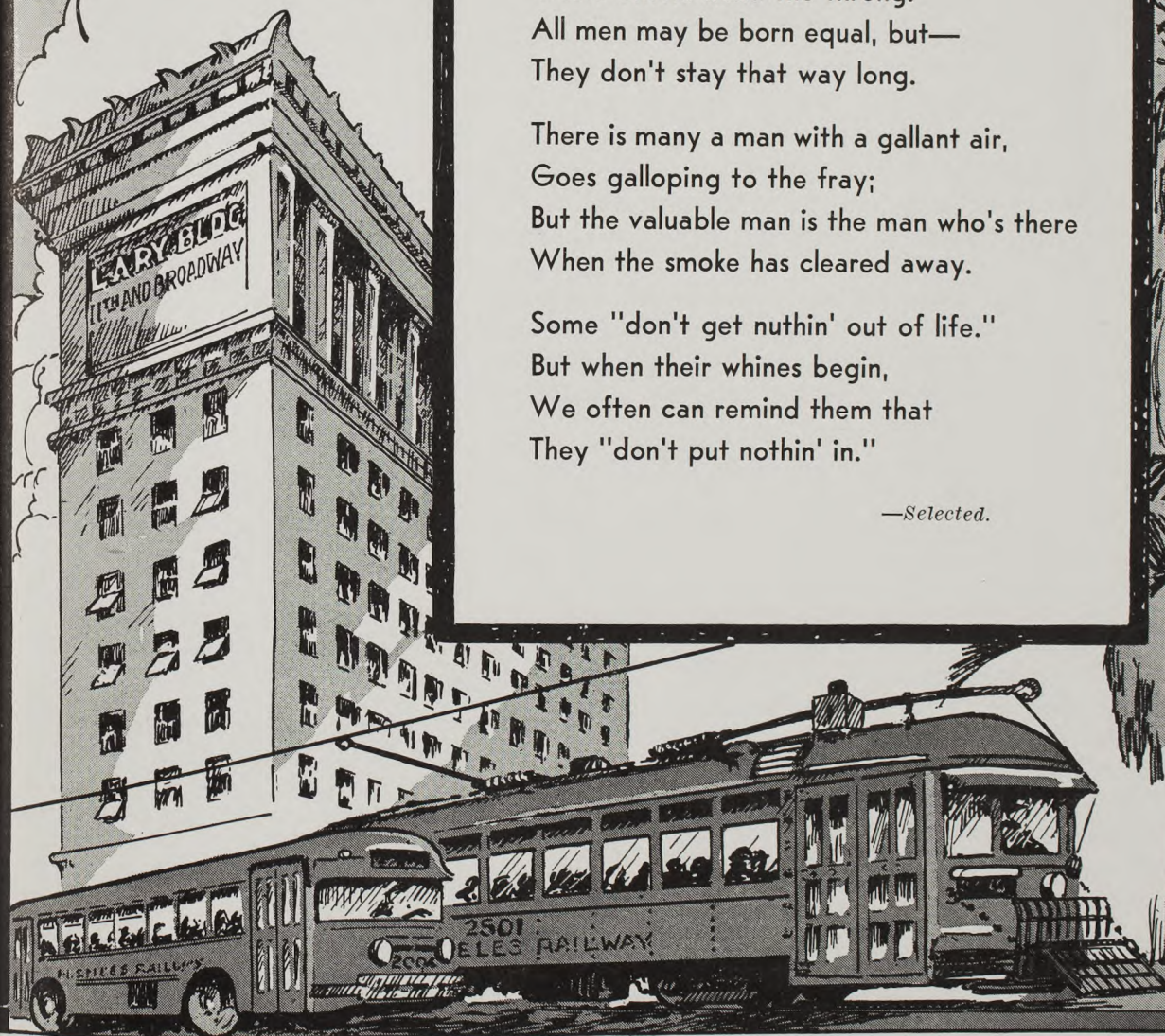
Ain't It the Truth

Some fellows stay right in the rut,
While others head the throng.
All men may be born equal, but—
They don't stay that way long.

There is many a man with a gallant air,
Goes galloping to the fray;
But the valuable man is the man who's there
When the smoke has cleared away.

Some "don't get nuthin' out of life."
But when their whines begin,
We often can remind them that
They "don't put nothin' in."

—Selected.



Of Interest To Us All

A message of the greatest importance to every employe of the Los Angeles Railway is contained on pages 7 to 10 of this issue of Two Bells. It is a review of the Employes Welfare Plan from the time of its inception four years ago up to March 1, 1934.

The article and accompanying tables have been simplified as much as possible so as to be understandable by the layman.

We are sending a copy of this same message by mail to your home so that you may have the opportunity to study it and to talk it over with the wife, with the mother or father, for it means a great deal to your future and to the future of those depending upon you.

That Unspoken Word

THOMAS JEFFERSON, the third president of the United States, and a middle western poet, James Whitcomb Riley, agreed on one thing if on no other. Widely separated as were their characters, the hot headed Jefferson and the rather more calm Riley advised the world at large to keep still when angry.

Jefferson, who outlined a rather famous "ten commandments" included in them this—"When angry count ten before you speak; if very angry, count a hundred." Even a child can see that if he stops to count a hundred, or even ten, the average man is going to cool off a bit and see things more sanely.

But Riley goes even farther. He says, in his characteristic fashion:

*"It doesn't pay to say too much when you are mad enough to choke,
For the word that stings the deepest is the word that's never spoke.
Let the other fellow wrangle till the storm has blown away,
Then he'll do a heap of thinking 'bout the things you didn't say."*

Be Kind

A PLEASANT feeling for yourself helps you to get through your given work more easily; things glide along on wheels devoid of friction, the duties that looked mountain high dwindle down to hill-like proportions, and all because some one has been nice enough to say a word that made you feel at peace with the world and yourself.

What does it matter if some one accuses us of "jollyng"? We are big and strong and can stand having that said to

us when we know that we are infusing a little cheer and gladness into some one's life.

So let us from now on as James Whitcomb Riley says in his familiar poem, "Just be kind."

*"Don't waste your time a-envyin'
The job you'd like to do;
Get busy, till the other man
Will soon be envyin' you."*

TWO BELLS

A Herald of Good Cheer and Cooperation

Published Monthly for the Employees of the Los Angeles Railway

Volume Fifteen

March, Nineteen Thirty-four

Number Three

JANET C. McNEILL

Publicity Manager and Editor

Average of the Extra Man

By JOHN C. COLLINS

Supt. Meter-Mileage Department

From time to time men, who are not quite up to the standard of correct operation, tell me that they are trying to save power. While they are talking to me about it I see many ways in which they are wasting power.

There was nothing said in the course of instructions about saving power. The instructions were not to waste it. If a man operates correctly, power saving takes care of itself automatically. Each man was taught correction operation. The correct reading of street conditions is based on judgment and the way to develop judgment was pointed out.

A well trained man is capable of placing himself in the other fellow's position and he uses the same kind of judgment in reading street conditions. He knows what the other fellow is trying to accomplish even though he fails in his purpose. Too many failures, however, indicate indifference rather than the want of knowledge.

An experienced trainman is a professional trainman and it should not be necessary for any one to keep continually calling his attention to the instructions, nor to the infraction of rules.

Our extra men can not be expected to handle the equipment, nor to read conditions, as well as the regular men because they not only lack experience, but work different runs on different lines with different men.

However, it may interest the extra men to know their kwh/cm average consumption on the different lines of their Division, and to know whether or not this average, on a particular line, is above or below the average of some of the regular men operating on that line.

The following figures show the average kwh/cm record of the extra men, by line and by Division, for the two periods of January, 1934:

LINE	KWH/CM January		LINE	KWH/CM January	
	15	31		15	31
H	3.02	2.95	B	3.16	3.10
K	2.55	2.40	L	3.52	3.55
J	2.95	3.00	N	2.76	2.82
R	3.06	3.07	W	2.86	2.88
S	2.99	3.04	5&6	2.83	2.82
U	3.15	3.16	10	2.89	2.84

LINE	KWH/CM January		LINE	KWH/CM January	
	15	31		15	31
A	3.33	3.30	F	2.90	2.91
D	3.63	3.57	U	3.23	3.27
H	3.10	3.12	V	2.25	2.28
O	2.76	2.90	5&6	2.82	2.83
P	3.19	3.14	7&8	2.82	2.78
W	2.84	2.78	9	2.87	2.85
2	2.96	2.86	10	2.82	2.83
3&4	3.24	3.28			

On two lines the average of the extra men is better than that of the regular men.

With a little more attention to operation the extra men should, with ease, lower from 3% to 10% the kwh/cm consumption on each line and by so doing maintain a better all round record and at the same time insure a more comfortable ride to the passengers.

Reappointment of R. O. Crowe to Board of Administrators

Vice-President R. O. Crowe, whose term as Administrator of the Los Angeles Corporation Employees' Provident Fund expired on March 1st, was appointed Administrator to succeed himself for a term of three years from March 1, 1934.

Baseball Fans

Don't forget the great all Division double-header baseball game which will be played on Sunday, March 25th at 1:30 at Vernon Yard baseball grounds. The first game will be played off between Division Five and Division Four. Supt. Dickey will pitch the first ball and Supt. Wimberly is slated to catch. The second game will be between Division One and Division Three, Supt. Williams pitching the first ball for Division One and Supt. Ferguson catching for Three.

Division One, R. W. Larson, Manager; C. C. Black, Captain; J. B. Lair, Umpire. Division Three, B. E. Johnson, Manager; J. P. Martin, Captain; Dutch Holland, Umpire. Division Four, W. M. Vaughn, Manager; C. M. Gates, Captain; H. V. Cage, Umpire. Division Five, R. J. Platner, Manager; C. L. Seale, Captain; Tex Bourland, Umpire.

A special car will be furnished by the Company to bring the South West Boy's Band to play for the games.

The following games are scheduled:

April 1—

Divisions Three and Five at Harvard Playgrounds—11 A.M.
Divisions One and Four at Vernon Yards—11 A. M.

April 8—

Divisions One and Five at Vernon Yards—11 A. M.
Divisions Three and Four at Verdugo Playgrounds—11 A.M.

A great deal of credit is due Roy Platner of Division Five who is responsible for the organization of the ball teams at the various Divisions and for the arrangements for the games.

Big Crowds Attend Dance

Division Three Branch of the Employees Association started the ball rollin' Saturday, February 24th, with a dance and entertainment which was a success from every angle. The Jefries Hall at Avenue 28 and Figueroa was the scene of this activity, and did they have a crowd! Long before the program started the "standing room only" sign was very much in evidence.

The floor show lasted for fifty minutes, and clever kiddies, musicians, dancers, etc., received liberal applause from those present. The music was great, and the only regrets voiced were that the hours went by so hurriedly. The personnel of the orchestra was W. V. Sweet, piano; L. L. Sweet, saxophone; H. E. Weaver, violin; Otis Gilmore, drums; George Wesley Wiegand, accordion; Red H. Lowry, banjo, and last, but not least, Tom Mattis who did the vocalizing of all dance numbers.

Harry Gilmore, assisted by L. L. Sweet, was the master of ceremonies, and kept the entertainment hittin' on all eight during the evening.

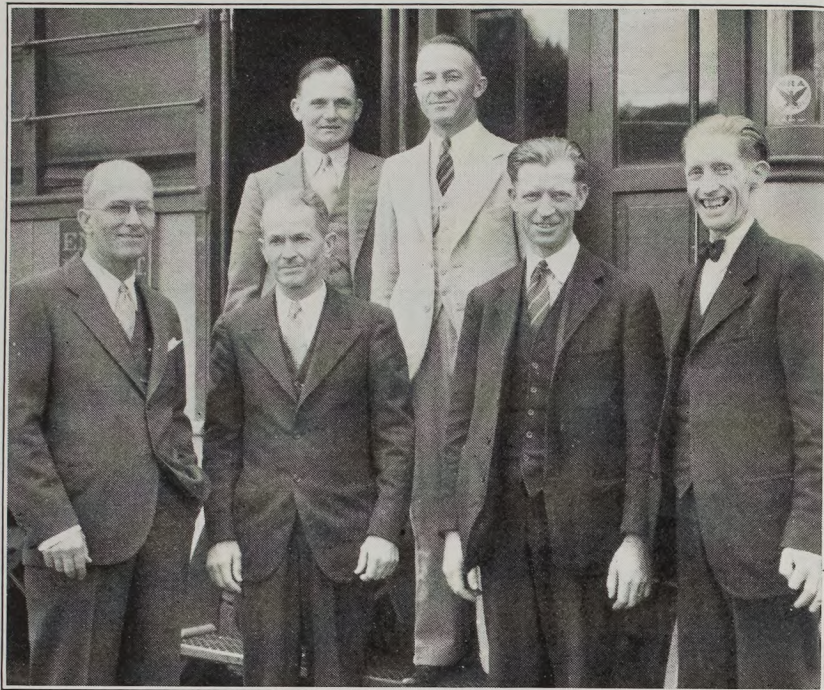
Manager Harry Tuttle with his catering to the inner man was up to his usual high standard.

The big disappointment of the evening was the inability of those in charge to get the old-fashioned square dance going but the large crowd interfered to such an extent that it was postponed until a later date. All of the old-timers can rest assured that they will be taken care of at the next gathering.

Secretary Mellentin of the Association in a few well-chosen words warmly congratulated the members at Division Three for their ability in providing such a wonderful entertainment. This tribute was concurred in by the large number of visitors from other Divisions and Departments, but they all know that the Foothill Division makes good whenever it starts anything. We take off our hats, as it were, to W. H. Hollenbeck, Governor of Division Three Branch of the Employees Association of the L. A. Railway; Leon L. Sweet, one of the main fixers, and the wives and daughters who so generously gave assistance whenever needed. The surplus in receipts, which amounts to over \$50.00, will be given to the Division Three Baseball Club to help purchase their new uniforms, and when they appear for their maiden game March 25th.

Several more events are scheduled for the future, which will aid materially in bringing the men and their families more closely together in a social and recreational way.

Three Pairs of a Kind



Three pairs of brothers on a one-man line. Yo-ho, and a coupla flat wheels! On the job when working, and full of pep when playing. Always obliging; they serve the patrons of Line "N" in a pleasing manner, and go far in making friends for our Company.

Reading from left to right, back row: J. F. and G. H. Wright. Lower row, same way: G. M. Martin, J. A. Martin; W. V. Sweet, and the "guy" with the effervescent smile, Old Man Sweet's tall boy Leon.

Notice to "Dead Eye Dicks"

Any one interested in forming a rifle and pistol club please get in touch with the writer at Vernon Yard or at my home in the evening, 7021 Cedar Street, Huntington Park, LAFayette 8926.

In any event meet me at my home March 22nd at 7:30 p. m. and we can then discuss ways and means.

L. F. Sparks.

George Link on Leave Frank Shull Acting Chief Clerk

George Link, Chief Clerk of the Engineering Department, has taken a six months leave and he and Mrs. Link are enjoying life on the desert near Banning. During Mr. Link's absence, Frank P. Shull, next in seniority to Mr. Link, has been appointed Acting Chief Clerk.

Past Commander Angel Presented Badge

L. VOLNER, *Scribe Division Three*

Conductor M. J. (Jack to you) Angel of Division Three is sure a happy man these days. Saturday, February 17th, the Los Angeles Railway Veterans Club held their annual installation of officers in Patriotic Hall on South Figueroa Street, and Jack, as the retiring Commander, was presented with the Past Commander's badge as a token of the esteem in which he was held by his comrades. A packed house greeted the outgoing and incoming officers, and a very interesting program was presented. So many visiting branches of veterans were represented that the platform was a mass of colors representing the various sections of World War Veterans. The emblem was presented by W. Culver of Division One, who is one of the original organizers of this Club, and Jack says that this token is dearer to him than all the citations he received for overseas service.

Employes' Provident Fund Election

To the Board of Administrators
of the Los Angeles Railway Cor-
poration Employes' Provident Fund:

Los Angeles, California,
February 26, 1934.

As provided in the Rules and Regulations covering the administration of the Los Angeles Railway Corporation Employes' Provident Fund, the Board of Administrators, on January 29, 1934, appointed a Nominating Committee, consisting of Mr. E. R. Dye, Mr. E. C. Williams, Mr. G. E. Ferguson, Mr. L. L. Wimberly and Mr. T. Y. Dickey, for the selection of three member employes as candidates to succeed Mr. John Collins, whose term as a member of the Board of Administrators of the Los Angeles Railway Corporation Employes' Provident Fund expires March 1, 1934.

On February 10, 1934, a ballot was sent to all Members of the Provident Fund, said ballots bearing the following list of candidates submitted by the Nominating Committee:

Mr. John Collins	Transportation Department
Mr. J. A. Bodley	Transportation Department
Mr. W. H. Morgan	Transportation Department

said ballots to be marked by Members eligible to vote thereon, placed in sealed envelopes and returned to Mr. C. A. Henderson, Secretary, Room 402 Los Angeles Railway Building, Los Angeles, California, not later than Saturday, February 24, 1934.

Canvass of the ballots cast was made at 1:00 o'clock P. M. on Monday, February 26, 1934, by the Nominating Committee, and all envelopes containing ballots were opened in the presence of said Nominating Committee.

The following table shows the names of candidates and the number of votes received by each.

John Collins	1633 Votes	Ballots Short	171
J. A. Bodley	482 Votes	Returned in envelopes, not	
W. H. Morgan	382 Votes	Marked	29
Scattering vote for 13		Not properly voted	13
Members	40 Votes	Sent by mail direct to Sec-	
		retary (Department not lo-	
		cated)	3 45
Total	2537 Votes		
Total Members	2708	Ballots Short	126
Total Ballots	2537		
Ballots Short	171		

Mr. John Collins, of the Transportation Department, was found to have received the highest number of votes, and was, therefore, according to the Rules and Regulations of the Los Angeles Railway Corporation Employes' Provident Fund, elected to serve as successor to Mr. John Collins, as a member of the Board of Administrators, for a term of three (3) years from March 1, 1934.

These ballots were checked by C. A. Delo, of the Auditing Department, and E. E. Kenway of the office of the Manager of Los Angeles Railway Corporation Employes' Provident Fund.

C. A. Henderson,
Secretary, Los Angeles Railway Cor-
poration Employes' Provident Fund.
Chas. A. Delo, Auditing Dept.
E. E. Kenway, Office Provident Fund.

E. R. Dye,
E. C. Williams,
G. E. Ferguson,
L. L. Wimberly,
T. Y. Dickey,
Nominating Committee.

Honor Roll

William Curd Bourland, Traffic Observer in the Transportation Department, was placed on the Special Roll February 10, 1934.

Mr. Bourland was employed by the Company as a motorman at Division Two on October 24, 1910. On July 1, 1923, he was made Traffic Observer.

He is most unhappy if he is too busy to be happy.

Journey's End

Another old timer has taken the last trip. William Orin Bailey, Flagman in the Transportation Department, passed away on March 5th. He was born in Salem, Connecticut, and was employed as a conductor at Division Three on January 15, 1906. He was appointed watchman on May 17, 1921 and on April 15, 1923 he was transferred to flagman.

Mr. Bailey is survived by his wife, a son and a daughter.

Dental Service

Referring to the recent Notice to the Members of the Employes' Benefit Fund Plans, relative to arrangements made with Dr. F. E. Morgan for dental services:

These arrangements were made primarily due to the fact that in going over the medical files, we are convinced that quite a percentage of the illness has been brought about by the condition of the teeth. As an illustration, we have at the present time one of our employes who is suffering from a condition which, in the opinion of the doctors, is due to the condition of his teeth, and there seems to be no question but that had the teeth been taken care of in the beginning, it would have eliminated a great deal of suffering and time lost from his work, and no doubt the condition could have been corrected by very little treatment. As it is, the employe will suffer the loss of all of his teeth, and at the same time he has little money to take care of this added expense, the extraction of teeth not being taken care of under our Medical Plan.

Our arrangements with Dr. Morgan give the employe an opportunity to have the condition of his teeth checked without any additional cost to him and without any obligation on the part of the employe to have the work done unless he so desires.

From time to time articles will appear, and cuts will be shown in regard to the care of the teeth.

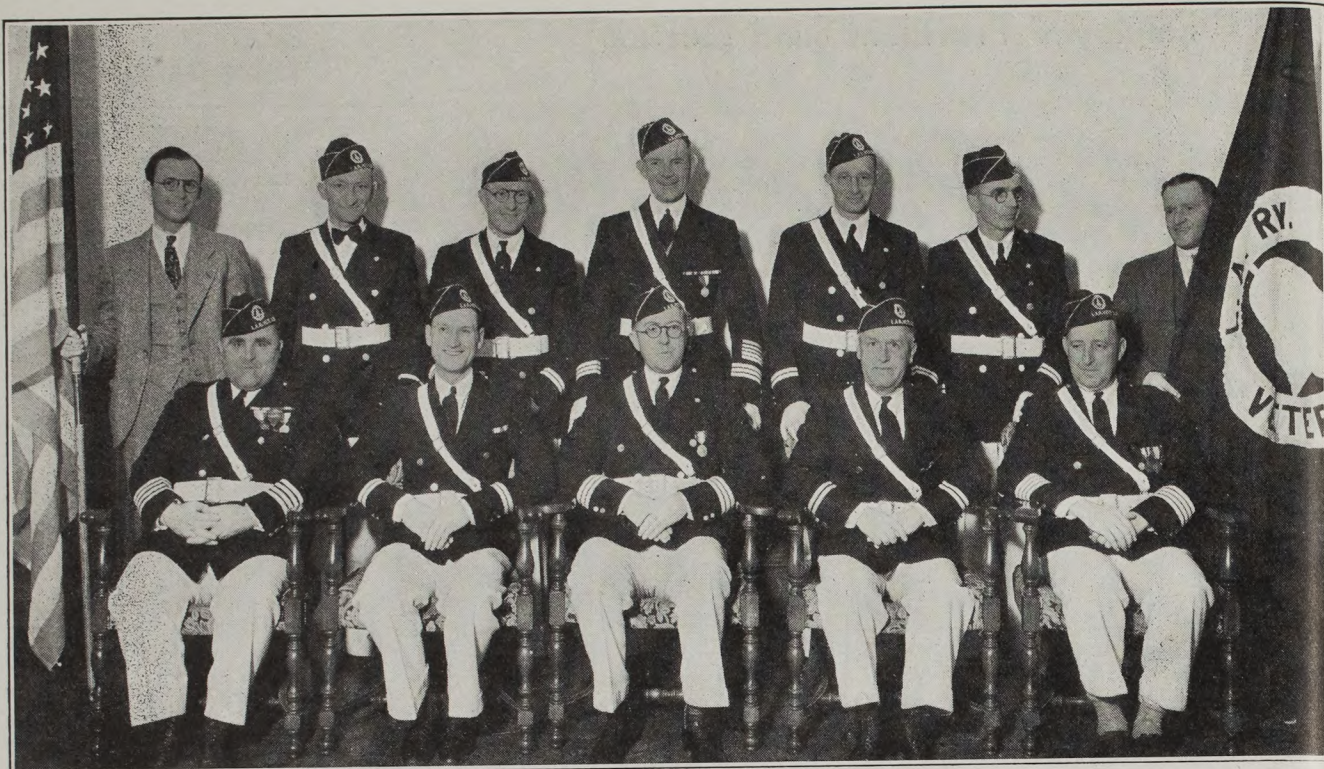
R. A. PIERSON,
Superintendent of Personnel.

Beverly Eileen White



Here's a picture of a little girl, Maybe she's not sitting right, She's the Daughter of a Steno-Clerk, Who's name is, Papa White. He works up in the Schedule Room, Which is on the Seventh Floor, And commenced work with the Company,

In Nineteen Twenty-four. They say she is the Sweetest Babe, That one has ever seen, So what could be a sweeter name, Than Beve-er-ly Eileen. On February the Ninth she came, One year from now, you see, So that makes her, just One Year Old, She was born in Thirty-Three.



Front row, left to right: W. S. Culver, Past Commander; A. Duncan, 1st Vice-Commander; J. A. Madigan, Commander; L. D. Gordon, 2nd Vice-Commander; S. H. Deane, Past Commander.
 Back row, left to right: W. T. Gunn, Division Five; R. H. Manning, Division Four; H. F. Nelson, Adjutant; M. J. Angel, Past Commander; R. C. Hoyle, Finance Officer; C. J. Jackson, Chaplain; W. V. McCafferty, Division One.

Veterans

Many of you did not attend the meeting held February 17th and you certainly missed a very enjoyable evening. The initiation and installation went over big; the entertainment was very interesting and no complaints were received on the refreshments.

We had as our guests the Boy Scout Troop No. 45, Post No. 904 V. F. W., Golden State Post No. 50 of the Canadian Legion, and their Auxiliary, and the Lennox Post of the American Legion.

Here is a date to put down in your little black book: "Thursday, March 15th—8:00 P. M." Golden State Post has invited the Club and Auxiliary to attend a social meeting on that date at the Ebell Club, Clarendon and Malabar, Huntington Park. There will be entertainment and refreshments and a general good time. This meeting is in honor of their State Commander and State President of their Auxiliary. Please attend in full uniform, and let's make a showing. You know how they turn out for us.

At one of our recent meetings L. L. Sweet of Division Three was made an honorary member and given the title of Bandmaster, so any of you boys who are interested in forming an orchestra will please get in touch with him. He was formerly a member

of the Los Angeles Railway Orchestra which won the Radio Popularity Contest a few years ago.

We seem to have started the year out right. We have signed up thirty new members to date, which is very good, and they seem to be interested for they made a good showing at the initiation.

Watch the next issue of Two Bells for the date of our next dance.

H. F. NELSON, *Adjutant.*

Appreciation

We wish to express our appreciation to the many friends who have given so freely and kindly, in various ways, during these last few days of sorrow and bereavement.

Very sincerely,
 Ismay and Alpha Wood

* * *

We wish to thank our many friends in the Los Angeles Railway Company for their kind expressions of sympathy and the beautiful flowers during our recent bereavement.

Mrs. Herman Hein,
 Clarence E. Hein.

Discount on Auto Insurance

The Jack G. Kuhrts Company, insurance brokers, are offering the employees of the Los Angeles Railway a substantial discount on automobile insurance. A monthly payment plan is made available whereby the premium payment may be extended over several months.

Complete protection includes fire and theft insurance which protects the owner against damage or loss by fire and theft of the automobile or any of its accessories. Property Damage insurance protects you against claims arising from damage you may cause to the property of another person and collision insurance covers damage done to your own car by some one else. Public Liability, the most important of all, protects you in the case of injury to others. Either all or any one of these coverages may be had at a special discount from Mr. Kuhrts whose offices are at 650 South Spring Street and his telephone is TRinity 8904.

For Sale

B flat silver clarinet and case, Boehm system, \$18.00. Motorman G. F. Titmus, Division Five, 6006 Seventh Avenue.

Review of Operations of The Employes Welfare Plan of The Los Angeles Railway

By S. M. Haskins, President

March 1, 1934 marked the fourth anniversary of the inauguration of our present mutual Plan for meeting the problems of our employes arising out of disability, old age and death. Recent studies conducted for determination of results upon which to base judgment for the future prompt us to transmit to all employes the results so far attained.

To fairly judge the results it is essential that the Plan itself and the objects in view in undertaking it be understood and kept in mind. The business conditions both now and at the time the Plan was agreed upon should not be lost sight of.

The prime object of the Plan adopted was to meet the employes' problems arising out of misfortune. Practically complete medical and hospital care was to be afforded the sick and injured employes regardless of whether the disability arose out of, and in the course of, occupation or not.

As great an income as possible was to be created for the sick or injured employe during the period of disability. This benefit was primarily designed to care for living expenses during periods of enforced idleness. This was accomplished through the Disability Insurance purchased upon a Group Plan and paid for upon a non-contributory basis by the employes. Benefits ranged from \$10.00 to \$20.00 per week based upon wage classifications and extended for a period of twenty-six weeks.

Life insurance was provided upon a co-operative basis. Free insurance was granted permanent employes and the right given to purchase additional insurance towards the cost of which the Company made substantial contributions. A minimum amount of \$2000 of insurance was thus made available. Fundamentally, life insurance was intended to protect families and dependents during readjustment subsequent to death of employes. An attempt was made, however, to provide additional income for total permanent disability cases and this was originally included in the Plan.

Non-occupational disabilities and benefits were further supplemented, of course, by the Company's payment of benefits for occupational disabilities as provided by the Workmen's Compensation Law. Supplementing and rounding out the program of indemnity and provisions for income and care, the Provident Fund was established. This created an opportunity for orderly savings by the employes, to which savings account the Company contributed dollar for dollar amounts equal to those paid in by the employes.

The Provident Fund assets are owned by the Employes Benefit Fund and have been managed and invested by its committee and the funds have been and are completely segregated from those of the Company. Suitable accounting has been made by the committee from time to time and the Fund is intact, less disbursements actually made to members. The objective of this portion of the Plan was to substitute it eventually for the prior Pension Plan and create a definite right upon the part of employes to income after retirement to the extent of the Fund's ability to pay. The Company's contribution to this Fund was substantially in excess of the

amount of money being paid out in pensions prior to the establishment of the Fund. Likewise, employes were entitled to the return of their own savings plus interest earnings upon termination of employment at any time for any cause.

Recognizing the fact that the Provident Fund could not accomplish its purpose for many years, the Company continued its policy of payment of pensions on retirement of its old employes in order to bridge the gap until the Provident Fund income payments were sufficient to provide the desired life income.

The Personnel Department was assigned the responsibility for the administration of this Plan. It was the duty of that Department to provide care, supervise medical treatment, pay insurance claims and to maintain constant contact with sick and injured employes in order that these employes might receive promptly and fully the benefits of the Plan.

The few years immediately preceding 1929 made possible the adoption of a well considered, well ordered Welfare Plan, even though the expense involved was a heavy drain upon income. The Management at that time held high hopes for the future of the Company as well as the future of the Welfare Plan. Revenues in 1929 equaled \$14,875,000 and it was during this period that the expenditures involved in this Plan were agreed upon. It was believed that the Plan would add substantially to the security, comfort and peace of mind of our employes and their dependents.

The Plan was actually inaugurated and put in operation March 1, 1930 notwithstanding the collapse of business having intervened between the date of approval of the Plan and its actual undertaking. Los Angeles did not escape the effects of the decline of business throughout America following the world-wide collapse which preceded it.

In the four years during which this Plan has been in operation, the Company has faced constantly declining revenues; the total for the year 1933 being \$9,465,000 or a shrinkage of 36.37% compared with the year 1929. During these years not a single dividend has been paid to stockholders. Even interest payments upon portions of the Company's bonded indebtedness and other borrowed money had to be deferred.

Appearing upon the following pages of this issue of Two Bells, will be found a detailed statement of the accomplishments of the Welfare Plan during this time. The entire cost of the Plan from March 1, 1930 to March 1, 1934 was \$2,668,742. Of this amount the employes have paid \$913,243. For this they have received \$1,171,466 in cash, services or services for which liability has been assumed by the Company. The total benefits of the Plan to employes during the same time, including the foregoing item, amounted to \$2,521,964. In other words, the real benefits of the Plan to employes, earned to this date, were \$1,608,721 greater than the \$913,243 paid in by the employes. This was accomplished at a cost to the Company in cash and obligations assumed of \$1,755,499. The Company's expendi-

(Continued on Page 10)

What The Company's Welfare Plan Means To Man With A Job On The Los Angeles Railway

THIS STUDY COVERS FROM JANUARY 1, 1930 TO MARCH 1, 1934

The Provident Fund

It is a mutual savings plan, owned and run by employees
 It pays employees their savings with interest
 It pays employees the Company's contribution with interest, based on service
 Payments are made on termination of service, retirement or death
 Payments may be annuities, or lump sums as required
 (Subject to the Rules of the Provident Fund)

Employees paid into Fund.....	\$364,723
The Company paid into Fund.....	364,723
The Fund earned in interest less administration expense.....	72,397
TOTAL	\$801,843

Employees took out in cash.....	\$ 76,345
There remains in the Fund, for future distribution to employees only, based on book value as shown on January 1, 1934.....	725,498
TOTAL	\$ 801,843

The Group Life Insurance

It covers all active, permanent employees and pensioners
 It is incontestable after one year
 Insurance can be converted after termination of employment
 Insurance is free from usual limitations
 Rates are the same for all employees
 Rates are substantially less than charged individuals
 It pays annuities in event of death or lump sums as required
 It is paid for by the Company and employees jointly
 Amounts from \$500 to \$10,000 provided
 Covers many employees unable to buy insurance for themselves

*Employees paid in premiums.....	\$165,498
*The Company paid in premiums.....	222,784
*TOTAL PAID PREMIUMS	\$388,282

Beneficiaries claims equaled	\$ 275,750
Estimated claims yet to be paid under extended benefit provisions.....	24,000
TOTAL CLAIMS INCURRED	\$ 299,750

Insurance carried on March 1, 1934	
Free insurance on active employees.....	\$1,464,500
Free insurance on pensioners.....	258,500
Additional insurance paid for jointly by Company and employees.....	4,454,000
TOTAL INSURANCE IN FORCE	\$6,177,000

IN FOUR YEARS CLAIMS WERE PAID TO 148 BENEFICIARIES

The Group Disability (Non-Occupational)

It covers all contributing active, permanent employees
 It covers in Continental United States and Canada south of 60th degree North Latitude
 It covers without limit as to age
 It covers childbirth—limited to six months
 It covers all non-occupational sickness and accidents
 It pays for accidents from the first day
 It pays for sickness from the fourth day
 It pays from \$10.00 to \$20.00 weekly
 It is paid for by the employees
 It is substantially cheaper and covers completely than individual insurance
 Covers many employees unable to buy insurance for themselves

*Premiums paid by employees.....	\$225,121
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*Claims paid to employees.....	\$191,059
Estimated cost of claims of employees on sick leave, March 1, 1934	8,000
TOTAL	\$199,059

Weekly indemnity in force on February 1, 1934, all employees.....	\$ 42,370
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2,570 INDIVIDUAL CASES RECORDED INDEMNITY PAYMENTS UNDER PLAN

Medical Care Hospitalization

Covers all active members of Employees Benefit Fund
 Provides for non-occupational disability
 26 weeks medical treatment at home or in hospital
 Excludes venereal, mental, narcotic effects of alcoholism, pregnancy, childbirth and diseases not common to both sexes
 Provides necessary hospitalization (maximum \$35 weekly for room and meals), excluding tubercular and long confining chronic cases
 Medicines and dressings are furnished as authorized
 Necessary ambulance service, X-ray analysis and physical examination included
 Employees Benefit Fund dues—\$1.00 monthly

*Employees paid in dues toward cost of care.....	\$157,901
*Additional amount paid out by Company prior to March 1, 1934	\$143,444
Estimated additional cost to Company of completing care of employees absent on sick leave on March 1, 1934	5,000
Total Cost to Company	\$148,444 148,444

GRAND TOTAL

*Cash actually expended for care of employees.....	\$301,345
Estimated cost of completing care of employees absent on sick leave on March 1, 1934	5,000
TOTAL	\$306,345

6,897 CASES OF DISABILITY UNDER NECESSARY MEDICAL AND HOSPITAL CARE MARCH 1, 1934, INCLUSIVE
 7,500 ESTIMATED NUMBER OF CASES MARCH 1, 1930 TO FEBRUARY 28, 1932

14,397 TOTAL NUMBER OF CASES FOR

TWO BELLS MARCH, 1934

Workmen's Compensation Cost

Includes all occupational disabilities covered by law
 Pays for medical and hospital benefits provided by law
 Is administered by Company as a self-insurer

*Incurred indemnity cost to Company.....	\$ 69,170
Incurred medical cost to Company.....	31,816

TOTAL

*Employees received benefits of.....	\$ 70,986
Estimated amount yet to be paid to employees drawing compensation for disabilities suffered prior to March 1, 1934.....	30,000

TOTAL

Pensions

Paid to Employees Benefit Fund members subject to Company's rules
 Employees eligible after 20 years of service
 Retirement age, 70 years
 Cost borne entirely by Company

*Paid to pensioners prior to March 1, 1934.....	\$188,981
Estimated cost to mature pensions being paid on March 1, 1934.....	625,000

TOTAL

*Paid to pensioners prior to March 1, 1934.....	\$188,981
Estimated cost to mature pensions being paid on March 1, 1934.....	625,000

TOTAL

Personnel Department

Administers Welfare Plan
 Pays insurance claims
 Supervises Medical Plan
 Maintains contact with absent employees
 Provides services to employees to which they are entitled

Salaries paid by Company.....	\$104,531
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NOTE: Items marked with an asterisk (*) are actual figures for the entire period covered except where it has been necessary to estimate the last one or two months

Recapitulation of Foregoing Tabulations

	COST OF PLANS			EMPLOYEES' BENEFITS		
	Total	To Company	To Employees	Cash to, or Ex- pended for, Employees	Total	
Provident Fund	\$729,446	\$364,723	\$364,723	\$ 76,345	\$801,843	
Group Life Insurance	388,282	222,784	165,498	299,750	299,750	
Group Disability Insurance	225,121	00	225,121	199,059	199,059	
Medical Plan	306,345	148,444	157,901	306,345	306,345	
Workmen's Compensation	100,986	100,986	00	100,986	100,986	
Pension Plan	813,981	813,981	00	188,981	813,981	
Personnel Department	104,581	104,581	00	00	00	
TOTAL COST.....	\$2,668,742	\$1,755,499	\$913,243	\$1,171,466	\$2,521,964	
Cash Benefits expended and incurred prior to March 1, 1934					1,171,466	
Balance of Benefits incurred, to be matured in future years					\$1,350,498	
Savings Fund yet to be distributed.....						\$ 725,498
Life Insurance in Force						6,177,000
Disability Insurance Weekly Indemnity in force.....						42,370
Estimated future cost of maturing present pensions now being paid.....						625,000
* * * * *						
Number of Life Insurance Claims paid.....						148
Number of Sickness Claims paid.....						2,570
Number of medical and hospital cases provided care.....						14,397

Review of Operations

(Continued from Page 7)

tures for the care and benefit of its employes was approximately double the expenditure of the employes for their own account.

The Management is proud of the fact that notwithstanding its inability to pay dividends and fully meet interest requirements, it has been able to preserve the majority of the benefits of the Welfare Plan. The owners of this railway have definitely placed the interest of the employes above their own interest.

Some revisions were found to be necessary during the last two years to prevent the Plan becoming so costly as to possibly necessitate its abandonment. The contributions to the Provident Fund have been temporarily suspended. Minor revision of the Pension Plan had to be made. The Permanent Total Disability benefit in the Life Insurance Plan was eliminated. The cost of this benefit throughout America in all classes of institutions, industrial as well as utility, has been such as to result in its uniform abandonment. The better insurance companies no longer write it. Therefore, our ac-

tion in this respect is in accord with that of practically all street railways and steam roads throughout America.

A minor change was also made in the Group Disability Insurance by eliminating the first week-retroactive plan, for which there has now been substituted payment beginning with the first day for accident disability and on the fourth day for sickness disability, non-occupational in both instances.

Insurance on Pensioners was temporarily suspended but has been re-established effective March 1, 1934.

Throughout the program of the experiment, the sound interest of the employes has been protected to the full extent of the Company's ability. The Management has been actuated in these changes by a desire to preserve maximum benefit to the maximum number of its employes. To this policy the Management is committed and its future action in connection with the entire Welfare program is to be similarly guided in order that this institution may be a better, happier and safer place in which to work.

Square and Compass Doings

By the time this issue of Two Bells reaches you full details concerning the first annual dance and frolic to be given by the Club will no doubt be familiar to members.

For the benefit of fellow employes and friends who wish to attend, tickets are obtainable from any member of the Club. This dance and frolic will be held on Saturday evening, April 7th, at the Masonic Temple, corner Pico and Figueroa Streets at eight-thirty P. M.

Good music, excellent floor, refreshments, and last but not least, elegant prizes. Those attending are assured of an enjoyable evening, therefore make it a point now if you have not already done so, to attend and enjoy the festivities.

At the February meeting it was gratifying to see so many members present, and particularly several of the boys who for various reasons have been unable to attend recently. By actual count, there were ninety-two present, and it is confidently expected that at our March meeting we will have well over one hundred members present.

The meeting held at Boos Bros. Cafeteria was thoroughly enjoyed by all present, particularly after the fine vaudeville show furnished by Brother Walter Trask. Among others we were fortunate in securing the services of Madame Pasquali of High Jinks fame. The Kay Sisters, two comely lassies, and several other very good acts rounded out a well balanced programme. This was followed by a snappy business meeting during which several very important matters were discussed and passed on, among those being the acceptance of our new By-Laws.

These By-Laws created a new office, that of Chaplain of the Club.

An election was called for the purpose of filling this important position and our faithful Brother Albert G. Rex was unanimously elected.

Brother Raymond Smith was elected to fill the vacated position of Marshal, succeeding Brother Rex.

"Let's Adjourn Sparks", broke up the meeting about 10 P. M. with his usual motion.

Looking ahead to our March meeting, which by the way will be held on St. Patrick's Day, March 17th, your scribe is all enthused—something is in the air brothers, and you will be well repaid by attending.

Be sure and read your bulletin carefully and be governed accordingly.

COMPASS POINTS

I am informed by our energetic Entertainment Committee Chairman



DANCE

Walter E. Whiteside, that our March meeting will start promptly at 7 P. M. whereabouts of Bill Morgan notwithstanding.

Raymond Smith, our new Marshal, will be too busy in the future and will therefore have little, if any, time for blonde waitresses.

We noticed that G. G. Scott, familiarly known as "Scotty", likes 'am. The "h" is silent as Brother Scott is a member of North Star Lodge, London, England.

Here's one for the book—

Bill Southers who has lived in these parts for nigh on to fifty years, got lost on the recent visit of the Club to Ramona Lodge, Monterey Park. Bill made three trips to Monterey Park during daylight, so that he would be sure to find the lodge, but to no avail. We are told that he wound up in the City Hall and one of the local firemen took him in tow. This explains his late arrival.

Speaking of Monterey Park, approximately thirty-five members of the Club attended and witnessed the raising of Brother H. A. Creager. We are glad to welcome this brother to our Club, and hope he will be one of our regulars.

We are informed by Bill Morgan that Brother George Jameson reported satisfactorily relative to Ramona Lodge. Reports are still coming in.

To wives of members!

Due to the thoughtfulness of President Morgan, the Club has been supplied with a new Register, which it is necessary for each member to sign. Of course those members not showing up at meetings will be out of luck, as far as albies are concerned, as the register will be available to wives of members.

Ladies desiring to see the register can do so by getting in touch with Bill Morgan.

Brother James Murray, formerly of Aberdeen, Scotland, stated there were two outstanding features at our February meeting and that both of them were the Kay Sisters.

O-Kay Brother Murray, second the motion.

Two long lost brothers put in an appearance, and thoroughly enjoyed the fun, namely—Brother Elmer D. Tharp and "Heinie" Messner.

Make it a regular habit brothers.

"Big Boy" Bert Reid, the Primo Carnera of our Club, and the possessor of a powerful wallop, was unable to show up in February, the excuse was that he went to a card party. However the writer heard another story, but prudence is the better part of valor.

Clarence Fischer, special bodyguard to "Cupid" Andy Egan, passed around good cigars celebrating the arrival of a son on whom he has tacked a Scotch monicker, James Gordon Fischer; weight seven and one-half pounds ringside. Congratulations, Clarence.

Kelly Holmes again stole the limelight as well as the fond and endearing glances of "Bobbie" the good looking brunette waitress. Kelly says little, but his smile slays 'em—

We were fortunate in having with us at our last meeting a distinguished visitor in the person of Lee D. Matthews, a prominent attorney of Los Angeles, and a brother of our own P. V. Matthews.

Brothers get behind President Bill Morgan. Help him put over his "new deal" at our March meeting. A big surprise is in store for you. This will be an important meeting, as several matters of the utmost importance are to be discussed.

Read your bulletin carefully and send in your return for reservation promptly.

This is important.

In conclusion brothers, get busy on the dance and frolic. Your hearty co-operation means success and will insure an evening long to be remembered. Bring out the entire family, and friends. Remember the date—Saturday, April 7th, 1934.

Fraternally yours,

JACK K. WILSON,
Director of Publicity.

For Sale

One six ounce surf casting, hand made, split bamboo rod with free spool reel. J. H. McCornack, 16th Street Garage. Phone PProspect 1104.

Vets Auxiliary

Members and prospective members attention! Be sure that you are present at our next meeting which will be on March 21st, as special arrangements have been made for something new in the way of entertainment for members only. By all means do not miss this rare treat!

On Thursday night, March 15th, we have been invited to attend the dual charter night of the Golden State Auxiliary 50, of the Canadian Legion of the British Empire Service League, at the Ebell Club House, corner of Malabar and Clarendon in Huntington Park. All members of our Auxiliary are requested to make a special effort to accept this invitation. Members having uniforms, please wear them.

To the Veterans' Club, we wish to extend our most sincere thanks for our lovely installation, and to Past Commander Jack Angel for his hearty co-operation during our first year. To Commander Jim Madigan we wish you all the luck in the world and if our Auxiliary can be of assistance to you at any time, just say the word and watch our speed.

Several of our members are on the sick list: Mrs. Edith Duncan and Mrs. Clara Angel. We do hope that when they read this article they will be well on the way to recovery. If there are any other members ill, please let's hear from you.

Ladies, the Veterans' Club has increased its membership during the past two months thereby increasing our eligibility list. To the ladies whose husbands, fathers, sons or brothers have just joined the men's club, you are invited to become a member of our Auxiliary. All you have to do is to be present at our next meeting, bring your dollar for your year's dues and then sign on the dotted line, and pronto you are one of us. Don't hesitate now, mark down the date, March 21st at 8:00 P. M. in Harding Hall, at the Patriotic Hall. We will be looking for a number of new faces at this meeting.

At our last meeting, we outlined a most interesting program for this year. Now I am not going to tell you what it is, you must come and find out for yourselves, however, I will tell you that we have discussed the question of organizing a Junior Auxiliary, and on March 21st, we are going to again take up the problem. This is just another reason why you should be present at this meeting.

ESTHER L. WILLIAMS, *Secretary.*

Scouts

On February 16th the Methodist Church held a fathers and sons banquet to which Scout Troop 45 was invited. After the dinner there was an entertainment. Troop 45 put on a play which turned out pretty good, even if we do say so ourselves. Troop 52 put on a very good imitation of a radio program. A good time was had by all.

The Los Angeles Railway Veterans Club and the Veterans Auxiliary held a joint installation of officers on February 17th. The Scouts were invited and enjoyed it very much. The installation was very interesting and so was the magician on their program. And, as customary of the Veterans, the refreshments were also very good. You can always trust a Scout's judgment of food.

We are sorry to lose two fine Scouts, Elford and Jim Kline, sons of J. L. Kline, Committeeman. The boys went back to Kansas on January 31st.

BOB BOWER, *Publicity Manager.*
LYNN WEBER, *Two Bells Reporter.*



H. N. COLE

Ordinarily this wouldn't be news, but when Motorman N. J. Tiss informs us that he is unable to give us a news item, on account of the fact he has been sticking around home, that is different. When Nick sticks around home, that is news itself. Usually he has something up his sleeve concerning himself or someone else and when he turns us down there is nothing left to do but predict a poor column.

Another unusual occurrence—Motorman J. O. Hoffman took a day off on account of a severe cold. He says he walked home from the car line, about five blocks, and he walked so fast that when he got home perspiration was streaming off his face just like beads of sweat, and then he got in a draught and it cost him a day's work.

Motorman John Henschall, who has been with the company about thirteen years, handed in his resignation and at this writing is on his way to his forty acre farm near Joplin, Missouri. He traded his home here for the acreage. He expects to make good raising hogs and corn. He has the very best wishes of his many friends in his new adventure.

It pays sometimes to have long legs. Motorman W. D. Pringle missed his early car the other morning, and with very little effort and a few long strides, he was at the barn almost ahead of the car that he missed.

One rainy morning Motorman C. W.

McKellip was driving to his work with Motorman S. H. McGary as a passenger. Rain was coming down in sheets. He wanted to make a turn at a certain place but, not being able to see very well, he made the turn about fifty feet too soon. A telegraph pole stopped his car before he went too far. The two Macs got a good scare and the machine needed some repairs, but the telegraph pole stood the shock ok.

While Conductor Ray Kelley was driving to work on Monday, February 19th, with his wife and two children, a larger machine ran into his car almost demolishing it. The whole family escaped injury with the exception of a few minor bruises and scratches.



This is little Mary Patricia Gatterer, 18 month granddaughter of Motorman W. A. Bence of Division One.

She is calling up her father who is a Traffic Officer at Vernon and Santa Fe.

In case you don't know it Conductor L. L. Chesney, that light complexioned young fellow with a slight mustache, is a full-fledged chiropractor. He will get the kinks out of your back in a jiffy. Consult him if you have a headache or an ingrowing nail.

Conductor S. E. Goslee received a telegram announcing the serious illness of his mother in Plainview, Texas. He left at once for her bedside.

Conductor F. W. Runyan, who has been off on account of illness, is much improved and expects to be back on his run in a few weeks.

Conductor J. M. Hunsaker is out of the hospital, where he went for an operation, and he is feeling fine. Hope to see him back soon.

Motorman B. B. Parvin is at home convalescing, after a serious operation in the hospital.

Motorman E. R. Hastings has been confined to his home for several weeks on account of a sprained ankle, so the report goes.

Motorman R. D. Bradshaw is off duty on account of illness. He hopes to be back on his run shortly.

Conductor S. O. Osborne is back at work after a considerable siege of illness.

At this time we find the names of Conductors F. E. Shuler, W. S. Culver, L. R. Edwards and A. G. Richards on the sick list.

Operators M. Grammer and S. Ashworth are off duty on account of illness. The latter is in the hospital for an operation.

Motorman A. L. Tucker has taken two weeks off to go to San Francisco for military training.



Division Three

L. VOLNER

The following is submitted by Motorman H. L. Edwards who wants the men of Division Three to know what a fine physician and surgeon we have at this Division:

"To the boys of Division Three, I want to say I have discovered a skillful surgeon, and right in our own Los Angeles Railway family. His name is Dr. Lane. His very courteous, kind, sympathetic disposition has endeared him to my whole family and he has performed a wonderful service for my children."

When Motorman R. D. Starling was approaching York and Pasadena Avenues with his "W" car two pretty much excited girls inquired for the big bridge going over the Arroyo. Starling told them that he did not think it advisable to tell them, and for them to think it over first, to which they replied they "only wanted to take pictures."

On the night of February 1st two men boarded Conductor J. M. Ward's car at Avenue 50 and Monte Vista, paid their fare, and sat on the rear seat. After the car had started down the private right-of-way they stuck a gun in his ribs and relieved Mr. Ward of all his money and watch. They pulled the bell for the next stop and left the car at Museum Drive. This is the second time Mr. Ward has been held up.

Conductor R. Brown was off duty several days the past month on account of several broken ribs and other injuries suffered in an auto accident. Mrs. Brown was driving the car and got off the right-of-way, wrecking the auto, and with the above injuries to the "old man."

Since every one works a six day run there is not much need for a lay-off book. There was one name in the book the past month—K. K. Knudson was off duty for several days.

Conductor C. H. Butterfield spent one week in the General Hospital on account of being hit by an auto driven by Conductor W. P. Embrey. Both men were hurrying to report for work, and even though the first named conductor suffered severe injuries, it appears the accident was unavoidable.

Conductor W. O. Butler is carrying his arm in the air on account of an injury to his arm and shoulder caused by a fall from a ladder while painting his house.

With many new men at this Division, our janitor, Percy Prewitt, is kept rather busy picking up trip sheet holders, punches, changers and other articles belonging to the conductors. Conductor E. F. Pitford went into the lavatory to wash up, taking off his changer in which he had about \$15.00. After he had removed the grime of his trip, he went into the assembly room where he had been for quite a while when he discovered his changer was gone. He happened to remember leaving it in the lavatory, but upon looking there the changer could not be found. He was asking all the men if

they had seen his changer when someone advised him to ask the clerk. After a good description of the article and contents, the clerk produced the changer with all the money O.K. as turned in by Janitor Percy Prewitt.

Many of our boys are interested in baseball, and all spare time is used for practice. Motorman B. E. Johnson is the business manager for the team, and J. P. Martin field manager.

Manager Harry Tuttle of the Car Barn Cafe is at it again. Owing to the fact that spring is in the air, Harry is making the inside of his kitchen look like the outside of a giant dirigible. A heavy coat of aluminum paint has been applied to the interior, which adds greatly to the appearance of this up-to-date cafe.

On February 21st Conductor and Mrs. J. G. Visser celebrated their thirty-fourth wedding anniversary. Division Three extends its best wishes.

It is reported that Operator M. F. Graham has recently been married. The benedict could not be located to get the name of the lady or any of the particulars, but the boys of Division Three wish them the best of luck.

The part time, two man operation on Lines "B" and "N" has caused an addition of approximately thirty-five conductors on the list. Looks like old times on the different shifts at this Division.

Motorman H. F. Ludwig spent a few days in Arizona the past month on business.

The floor show and dance given by the Los Angeles Railway Employees Association at Jeffries Hall on the 24th of February was well attended, and every one had a great time.

Switchman Art Walker and wife, with Conductor Harry Beals and wife, spent three days at Boulder Dam the latter part of February. They report an excellent time, and advise all to pay a visit to that place before the dam is completed.

Sitting in his office, which is located at Humboldt and San Fernando Road, thinking of those good, old days which used to

be, Flagman John Brannick was rudely awakened by a violent shaking of his house. Thinking an earthquake was upon him, Mr. Brannick was soon outside and saw that a truck had collided with his house, caving in one side.



Division Four

C. J. KNITTLE

It was Saturday evening, February 24th. The wife and I headed for Division Three. The Employees Association was putting on a dance for the benefit of Division Three's new ball team. On the way over, we picked up a party of four.

To us it was merely a courtesy to the new team. But how the Association retaliated was far beyond all expectations.

Space forbids going into details of each part of the evening's frolic but here's a bouquet to the tactful master of ceremonies, L. N. Gilmore, and to the incomparable orchestra that supported him, the Sweet Brothers (W. V. and Leon) at the piano and sax and their indispensable partner, H. E. Weaver, violinist. The trio was ably assisted by George Wiegand, the talented boy piano-accordionist, Otis Gilmore at the drums, a very clever banjo and guitarist (sorry, his name slipped me) and Tom Mattis, the masterful vocal soloist.

The music, though catchy and stimulating, was of the type found only in refined ballrooms. It was not of the crashing, hot cha variety, but rather the soothing, lilting, symphonic jazz.

Then came the floor show. Dance numbers by the Klever Kelly Kids followed by the well known vaudeville and radio entertainer, Al K. Hall. Then a musical number involving the youthful prodigy, George Weigand and his piano-accordion.

Then on with the dance and shortly after came sandwiches abundantly, and coffee. Gilmore attempted to line up the guests for a square dance but failed.

Billy Vejar, a Division Four operator, was dancing around as inconspicuously as possible. (Billy spent several years in vaudeville as an eccentric black-face comedian.)

Gilmore quietly requested him to do a buck and wing. Billy consented and was introduced to the crowd. The band burst into a syncopating rhythm. Billy skipped out on the floor and went into a variety of taps and shuffles that ended in a riot of applause and lusty demands for more.

The guests numbered approximately four hundred and fifty. Division Four made a good showing.

The spirit of the crowd never waned. There was a look of keen disappointment on many faces when the orchestra burst into the Home, Sweet Home number.

We congratulate the Association on the success of this venture.

* * *

Married

Well, well, well, another of our bachelor friends has decided to come clean and confess he's not a bachelor at all.



The little gentleman on the tricycle, folks, is Johnnie Dangleis. Johnnie's closest friend is his uncle, Bill Anderson, a Division Four conductor. The little girl is Ann, Johnnie's next door neighbor. The kiddies apparently are on exceptionally friendly terms.

Baby Margaret Rosalie Anderson is almost four months old and is a bear for health and handsomeness. The older girl is "Mama" Anderson. Conductor R. T. Anderson of Division Four is the daddy.

This time it's Motorman J. M. Click and the ceremony took place last November 24th. Good luck to you, J. M. but why the delay?

* * *

Motorman Charlie Taylor took a week off starting February 11th to have the old cuspid, bicuspid, incisors and molars removed in preparation for a new set.

Conductors W. G. Brooks, J. L. Donnelly and J. B. Bean were working temporarily as checkers at the time of this writing.

The following notice comes from Conductor R. H. Manning recently elected Commander of the Division Four Unit of the Los Angeles Railway Veteran's Club:

"Come on, you fellows who are eligible to join the Los Angeles Railway Veteran's Club. Let's get Division Four's ex-service men 100%.

"If you failed to attend the open house meeting, February 17th you missed something. A splendid time was had by all.

"Eight comrades from Division Four were obligated that evening. They were H. W. Clark, W. W. Warren, E. S. Frost, T. D. Lalle, L. Clark, G. A. Gundelfinger, J. D. Ledford and J. K. Penrose.

"Also, don't forget, if any members of your family are eligible to join the Ladies Auxiliary get them in. The Auxiliary is taking in new members right along.

"Don't wait to be asked to join. Step right up and say you are ready."

"(Signed) R. H. MANNING."



Division Five

FRED MASON

So far our baseball team has gotten off to a very good and equally wet start. It seems that every day the boys go out to practice it rains. However, while their suits may get a little damp on such days, their ardor is far from such, and they are really getting into great shape.

At this writing, their last practice game was indeed a very good one, they having hooked up with the Southwest School of Baseball, and were just nosed out, the game going eleven innings, with the score finishing at three to two in favor of the Baseball School.

Manager Roy Platner reports that in Motorman P. J. Downs and Motorman R. C. Beale, catcher and pitcher, respectively, we have a battery that is hard to beat, and Roy says we are a cinch to finish on top. Watch for notice of the opening day as it is going to be a honey. The Southwest Boys' Band is going to furnish the music and Superintendent Dickey will pitch the first ball, which, in turn, will be caught by Superintendent Wimberly. Maybe! Be there.

Conductor Willie Skinnell, after a forced lay off as a result of having tangled with an automobile on North Main Street, is back on the job again and, we are glad to say, has almost recovered from his very bad facial wounds, which, by the way, necessitated thirty-five stitches on the inside.

In case you don't know it Foreman Jim Madigan is now the Commander of the Los Angeles Railway Veterans' Club and will be very glad to see you at the meetings, and Conductor Dick Hoyle, who was elected Financial Secretary, will be glad to have you meet him with a \$1.00 bill, your dues for 1934.

We were very glad to receive a visit from Motorman C. R. Lewis, who is able to hobble around with the aid of crutches. C. R., you will no doubt remember, was injured in a collision with an automobile when riding home from work on his motorcycle, just before Christmas, breaking his leg just below the hip. He says his leg is on the mend and he hopes to be able to throw his crutches away soon. Here's hoping.

Did you ever notice John, our jovial janitor, helping himself to a chew of his favorite cut? You used to, but Johnnie doesn't chew it any more.

Can you imagine Operator H. L. Carelton's embarrassment when he called for a mechanic to fix the door so that he could close it before pulling out, when said mechanic reached behind the door, raised the hook, closed the door and said "O.K., go ahead"!

"Don't buy me flowers—just give me a board and some checkers," said Conductor Mike Phelps. Mike got quite a kick out of the crepe hangers when he heard they had him down below. He said the night he died he played the best checker games he ever played on this earth. Motorman R. G. Mathias was his opponent and he held 'Mat' to three

draws and lost only four games, which, considering the opposition, was quite a feat. Mike is up and around, in fact he never was down, and he is expecting to be back on the job soon.

We don't know whether there's a lady in the case or not, but the last three or four Saturday nights we have found Conductor Al Bristol settled comfortably at home by the fireside.

The men of the Division extend their heartfelt sympathy to Conductor and Mrs. Alpha M. Wood whose son Jimmie passed away recently.

* * *

Wedding

On Monday, February 26, 1934, Conductor H. W. Ritter, of Division Five, announced the marriage of his daughter, Harriet Julia, to Mr. William Gayer, of 1023 Willow Street, Inglewood. Congratulations Mr. and Mrs. Gayer.



The Shops

JACK BAILEY

W. H. Sweetingham, of the Air Department, and family spent a week-end on his ranch near Indio. Bill is looking forward to the day when the water is brought through from the Colorado River.

Scientists recently proclaimed that women whistled and sang more at their work than men. We of the Shops beg to differ from their opinion and offer as contenders: Art Robey, Slim Geiger, Fred Hunt and Bill Atkinson.

"He who laughs last is an Englishman." So it is with Carpenter L. Berry who enjoys "Lary Laffs" from one issue to another. However, the laugh is on Louie when a policeman caught him taking a short cut through an alley and ordered him to court as a burglar suspect. "If you gotta go you gotta go."

* * *

Silver Wedding

Carpenter A. Pringer and wife celebrated their twenty-fifth wedding anniversary February 24th. Congratulations and many happy returns of the day.

* * *

Just a tip to Carpenter Ray Shollin. Remember what they did to Al Capone for not paying his income tax?

Art Robey, of the Carpenter Shop, has at last moved into his new house which he has been so busy building during the last decade. The Store Department will be glad to hear of this due to the decline in scrap orders.

Carpenter Foreman J. M. Spearing is a new resident of Leimert Park.

Upholsterer Sig Berg and family, and Carpenter H. V. Campbell and family were among the happy throng at Big Pines' Eighth Annual Winter Sports Carnival February 3rd and 4th, although they were unaware of each other's presence.

The boys in the Machine Shop are competing for the title of "Auto Crash Artist." G. Lambert, who holds the lead over G. Duffin and A. L. Davis, scored three points for himself the other morning when he backed through his garage,



Wee Winsome Lassie

Barbara Jean Clifton. This winsome little lass is eight months old and is the daughter of Conductor C. E. Clifton of Division Four. "Daddy" Clifton hastens to explain Baby Barbara was three months of age when the picture was taken.

It is a pleasure to see Conductor A. B. Chambers back on the job after an eight months sick leave.

Former Conductor Lee Hansen who resigned about three months ago dropped in to say "Hello" February 23rd. Lee has been visiting his parents in Nebraska.

Motorman G. La Creau's most humorous recent observation was of a woman boarding a "P" car carrying a small something wrapped in a baby blanket and in her other hand she had a nursing bottle. The object in the blanket turned out to be a dog.

Conductor William Sambus is sporting a new Essex Terraplane Coupe.

tore a fender off coming around a corner and was in such a hurry to beat the whistle he tried to climb a guy wire in the Shop parking lot.

Electrician Ed Brimm joined the ranks of the Lary grandpas last month. How about a picture?

Electrician C. N. Mathews has returned from his South Sea Islands trip and seems to have suffered no ill effects on the voyage. Charlie's only disappointment was the fact that the much looked forward to hula skirts were absent and the native girls were quite tame and modernistic.

It rained so hard the night of the Association meeting February 23rd that it washed a bridge out and Carpenter M. Langlois had to spend the night in his car. (Wives please take notice.) Those present were: M. Langlois, W. Stulken, R. Calderwood, W. B. Wilson, E. Bower, Ted Oglesby and J. Bailey.

Truckmen J. Mathis and L. Spratt, part time chicken ranchers, have such a strenuous race each morning to get their merchandise on market that it often ends up in an omelet.

Speaking of eggs—Truckman W. J. Martineau let a wrench slip and raised a beauty right between the eyes.

Not to be outdone by a worthy competitor and victim of last month's topical survey—Truck Shop Foreman Harry Longway went to the Famous and bought the best two-bit cap they had in stock. "Did you ever see a duck, walking—"

Patience won out at last and Truckman H. Turner is now a full-fledged American citizen. We have some wonderful schools here in Southern California.

That awful noise heard recently in the vicinity of Central Avenue was discovered to be Truckmen W. Thun and L. Lock going through rehearsals for a beer garden quartet which, with all good intentions, should break many a poor maiden's heart.

Switchman A. Perez experienced what the well dressed bandit wears when holding up an oil station. He happened to be at his brother's station on the night of February 1st and was contented to be a wallflower once in his life. When questioned by the police for descriptions of the bandits, Art could only describe a big 45 that looked more like a cannon to him.

Tommy Maguire still answers on the sick list having been absent for some five months.

The boys wish to send their good wishes to Inspector F. Goodman who has been off duty on account of sickness for some time.



Margaret Jean Gladwell, daughter of Operator Dwight Gladwell of the Coach Division. She will be celebrating her second birthday on March 11th.



Here are three reasons why Jack Thornton is so proud and happy. On the right, Dorothy, age 9 years, Estelle, age 8 years (taken on Board the Constitution) and Jack Jr., age 1 year. Daddy is with the Los Angeles Motor Coach Company, 16th Street Division.



Motor Coach Division

J. H. McCORNACK

F. J. Ballenger is the hero of the month. When the house caught fire next door he rushed in and safely carried the family down from the fifth floor.

R. L. Griffith says that no matter how big the women or umbrellas come he can take it.

C. G. Swain, Wilshire conductor, found out it was raining.

She can't be Pinkie's girl any more after seeing Tripod Kresge with his new cap.

Those rough neck drivers on Wilshire are really nice boys. They play ping-pong.

Operator J. P. Paraliou hasn't decided whether to buy a new watch, a telescope or a trailer attachment for his 5:59 P. M. trip in from Beverly Hills.

When the new history is written be sure to read the chapter on "How to Break off Diplomatic Relations" by authors F. E. Epp and A. E. Ramsey.

The American back-to-the-farm movement is well under way. The chief topic of conversation of country gentlemen hereabouts deals with rabbit and chicken farming. No, that is not the Company's rule book in Operator Hobbis' pocket. It is the Poultrymen's Manual on how to take care of all kinds of chickens.

Conductor I. A. Carlson has added new work to his many duties. He is now flagging supervisors across the railroad track at Sweetser Blvd.

We are glad to have Operator F. O. Jones back on the job after an absence of eleven weeks. He has recovered from a major operation.

The Wilshire night men are considering the circulation of a petition to have the city remove sheltering trees and hedges along the route because every night, except Tuesday, they are only able to catch occasional glimpses of the new Jersey Shadow.

GARAGE

A new champion club has been made in the Noon Soft Ball League this year and they have the cup to prove it. After many close and exciting games they finished the series with a classic in which

they proved their superiority and wrecked the nerves of their opponents by winning the last game in the last inning against a five to nothing score.

The best ball players are now: N. Lane, G. Smith, E. Serabia, J. Savage, T. Juris, R. Coenen, R. Wildung, W. Dewhirst, W. Wilson, and "Native" Rabbs, the Captain.

Highboy Wilding has received three very good suggestions. One is to have the towers on trucks made of rubber. Another is to get a job in an airport where there is lots of room and another to mount the carburetor on the tower so that he can watch them both at the same time.

Pat Pierce has been transferred to the Day Shift replacing J. L. Clark.

George Oliver walked into the office in February and told about a bendix that was changed in March. The same day he got an infield hit in our Noon League and forgot to run. Look him over and draw your own conclusions.

The bell housing of a transmission cracked up and among the grease was Eddie Serabia's pliers. The men are using every precaution now in starting a piece of equipment as Eddie's diagonals are lost.

Latest flash. Wally Weberg, local crooner, makes good playing baseball. It is odd that the best hitter on the team is last in the batting order.

Pop McNally went out with Truck 138 and stalled at Western and Wilshire. An old lady pulled alongside and showed him how to change gears and now he is a full-fledged road service man.

We don't know where Mr. Crocker is planning to go on his vacation this year but it must be in some rough country because he is limbering up the knees of his new Buick by dropping it in the pit.

Mr. and Mrs. Doak Doakes spent the week end visiting the Shantz ranch.

Tell Norman Lane that Doyle Rishel's Oldsmobile made it to Arrowhead in high gear.

Dorothea Rankin had a dozen eggs delivered to the Garage and left them in the Foreman's office. She took them home that evening and put them in the Frigidaire. A week later she decided to bake a cake but the eggs somehow had turned into steel washers.

The many girl friends of our personality boy, Lee Bignall, have chipped in and bought him a new roadster. It is

robins-egg blue with cream wheels. Dear Lee. Just a ducky little boy in a ducky little car!

It gets so foggy out where Frank Ralphs lives that they shot a postman by mistake. Thought he was a revenue officer.



F. F. ROBEY

DIVISION ONE

J. J. Phillips spent an enjoyable week end with friends at their cabin on the desert near Victorville.

C. Christopherson, day watchman, was transferred to night watchman.

There are some reports that Virgil Bell would like to get several loads of sand out on his ranch to mix with the adobe soil. It seems that the ground is pretty sticky around there right after a rain.

It looks like E. Angel is getting ready for a vacation out at Palm Springs again.

Al Wutherick is getting his Jewett overhauled at Frank Wiggins Trade School. He is getting ready for some long trips over week ends.

Thomas Jeffries has been transferred from Division One Nights to the Garage and is very much delighted with his position.

DIVISION TWO

In the recent shake-up Division Two lost three old timers: Edward Baker, H. Hazen and I. F. Hickox, who returned to the Operating Department. We were sorry to lose them but wish them luck.

H. B. Truitt thinks his new job is just about the best one of the bunch. What he wants now is flowers and plants so he can beautify the prettiest spot around the Shop. Hope you get them, Dad.

Watchman J. Turnbull has been absent the past few nights on account of his rheumatism but it seems that the only thing he worried about was that some critter might get Division Four's furnace out of order while he was away.

Introducing new men at Division Two: J. C. Phillips formerly of Division One and A. F. Cole and C. Merrill of Division Three. Welcome, boys, and we hope you like your new work.

Sorry to report that Watchman F. F. Long has been advised by his physician to take a few days of complete rest. While he is resting A. H. Hineman will do a little pinch hitting for him and keep Division One straight from 11 P. M. to 7 A. M.

DIVISION THREE

Jerry Lewis is back at work after being off several weeks with a broken ankle. Stay away from wrestling matches until you are well, Jerry.

Fred Keller has moved again but can't seem to be able to get out of Eagle Rock.

Our Foreman, Eddie Muse, now has the new store teeth so he has moved from soup to steaks.

R. B. Adams has been transferred from Division One to Division Three Nights and he thinks the only thing that is

wrong is that Division Two should open, so he wouldn't have so far to ride.

DIVISION FOUR

Introducing the new men at our Division we have: George P. Low, H. M. Beck and O. C. Schmokel. We welcome you, fellows.

R. Millan and F. Andras were transferred to Division Five. Andras transferred to nights so he can continue with his school work.

T. Watts and wife spent a week end visiting with some relatives in Santa Barbara.

* * *

Married

We offer our congratulations to H. M. Beck due to his assuming the responsibilities of matrimony on February 3rd. Good luck and happiness to you both.

* * *

Our past watchman, George Lee, drew the afternoon shift at the exit gate at the 16th Street Garage in the shake-up of watchmen. Drop in some noon George, and we will have George Smith show you the science of the game "Rummy" providing his luck changes.

J. Gascon who has had the morning shift at this Division, is now the day watchman.

We extend our sympathy to Miss Nina Wright on the recent death of her mother. Services were held at the Second Baptist Church at 24th and Central.

DIVISION FIVE

Walter Alport went rabbit hunting near Lancaster and gives the following report: "Saw seven rabbits; only had five shells; shot twice and killed two jacks and one cotton tail." Now figure that out.

Harry Hunt, who lives in Roscoe and drives the twenty-six miles to work in thirty-two minutes and makes nineteen Boulevard stops, had the experience of colliding with a car which contained two prize fighting Filipinos. Harry claimed \$30.00 damages. All we regret is that there were no eye witnesses outside of the three involved.

"Hitch-Hiker" Litz, who lives one whole block from work, has been riding to and from with Tom Cosgrove. The other day Litz had invited Andy Duncan to his home from work and it happened that Cosgrove was absent. So Litz and Andy "thumbed" for fifteen minutes at 54th and Van Ness before they were lucky enough to find a car going as far as Slauson.

William Coxon and Ernie Shaw are attending Inglewood High School studying for their citizenship papers. Harry Hunt is attending Burbank High for the same purpose.

To G. P. Macqualter goes the honor of being the first one of the season from Division Five to don the old bathing suit and test the rippling waves at Hermosa Beach.

Jim Boen, our car cleaner from Arkansas, was caught killing rabbits with a fishing pole, near Little Rock.

R. C. Litz served in the capacity of mechanic to one of the "Chevies" at Mines Field during the big race Sunday the 18th. Of course all we know about it is what we heard and this is the story. He (Litz) pushed the thing the first hundred yards and it started. It ran very

well the next hundred although it did have a slight limp in the left front leg. Litz discovered that the joint water had leaked out through the knee cap. This trouble was corrected and the rest of the first lap was made without further grievance. But on the second lap, as they neared the pit, it began to wobble, then the knees buckled under it and another equipment failure was born. Litz gave the cause as governor sticking and flat wheels.



H. I. SCHAUBERT

Charlie Fields paid a visit to the Yard on the first of February. He looks fine and says he "Nevah felt bettah."

Bob Barrett has a leather coat of which he is very proud and when Bill Swearingen told him that he had seen some boys leaving Bob's office with a leather coat, Bob really got in a hurry.

Frank South, and his men, gathered up a total of 557 tokens and \$28 in mutilated coins during the last girder rail cleaning. Frank's share, however, was severely discounted when his wife was held up at 10th and Grand after taking the mutilated coins to the Federal Reserve Bank for exchange.

"Cutie" Watkins is learning to talk Italian. He already has such a good accent that when he calls Salvidore Gravino "My coz," it sounds just like Sam Bevilacqua talking.

Frank Putnam has a pair of canaries, and hopes some day to have many more. His first attempt at trying to raise birds by using a stuffed parrot proved a failure.

* * *

Married

C. E. Jamison, road janitor, was married last month to Joyce Jones. Congratulations.

* * *

George Jamison and Whitey Chambers received a good bumping the other night when a coupe smashed in to their truck at 22nd and Vermont. The truck was badly damaged but George and Whitey only received a few bruises.

Jimmy O'Connor's wife is again in the hospital. However, she is now responding to treatment and a permanent recovery is looked for soon.

Austin Fleetwood received a "colored" valentine. Yep, direct from Central Avenue.

The Track Department recently completed a big job on Washington Street, using many men and foremen. About the only man to retain his individuality during that time was Foreman Enoch Mackie.

When Al Bennett decided to overhaul his Chevrolet he confided in Bill Boyd of the Electrical Department, and Bill generously offered to make the old Chevy do things it had never done before. Bill was right, as usual. When the job was finished the car had one speed ahead and three in reverse. Mr. Lindsey please note.