

TWO BELLS



EXTRA!!

Big News Inside

About

The Weekly Pass Plan ●



THE NEW WEEKLY PASS

The More You Sell—The More You Earn!

“Many a Nickel Makes a Muckle”

The new weekly pass will do a lot more for you than cut down your change-making, token-selling and transfer-handling.

It will put money in your pocket, too!

For every dollar pass sold by a conductor, a safety or coach operator, a motorman or a street loader, there will be paid a commission of 5c flat.

And for every \$1.50 pass, there will be paid a commission of 7c flat.

You deduct your commission as fast as you make your turn-in!

50 passes a week may mean \$3.00, or \$156.00 a year!

Many of you men will be able to do much better than that if you use real salesmanship, not only when on duty, but when among your friends, neighbors and business acquaintances.

This is the most liberal partnership plan in the history of the weekly pass. The more you try, the more you get.

Don't wait for the prospect to ask for a pass.

Beat him to it by suggesting that he *rent* the system for \$1.00 to \$1.50 a week.

If he hesitates, remind him that the pass is *transferable*; that when he is not riding himself, the pass is good for anyone he will trust with it!

Don't fail to mention that on Sundays and holidays, he can take along two children under 12 years of age without paying an extra penny.

As for the ladies—God bless 'em—they'll just eat up the pass when you tell 'em it's good for unlimited shopping and visiting rides far and near.

A Message From The President

To All Employes.

Los Angeles,
May 5, 1934.

Dear Fellow Worker:

For three months or more from Sunday, May 13th we are to try a fare plan which guarantees better things for the public and promises better things for us if we exert our united will to sell this plan to all who can really gain thereby no matter how they use our service now.

We are offering by way of \$1.00 and \$1.50 weekly passes a wholesale fare for wholesale use. More than that -- the bearer of the pass will not only have the right to take any number of rides from a "stop" length upward but will also be freed of all change, token, transfer and ticket bother.

For the first time the public will be able to use our service in the same prepaid way they enjoy the automobile and with the further freedom of being able to read as they ride.

The success of the pass plan is almost entirely one of salesmanship. The passholders who will give us more money than now must outnumber those who give us less money than now.

Our Board of Directors has shown its faith by authorizing a most liberal pass-sale commission to the men on the firing line.

But you also must help.

There are more than 3500 of us in the service of this Company. Each is a member of a group made up of scores of friends, relatives and acquaintances. Some of these persons are steady patrons of our cars and coaches; some are part-time patrons; some are but casual or hardly-ever customers.

Urge the pass on anyone you know. The workman who spends less than the pass price per week will win because his wife can borrow the pass to secure "cash and carry" savings and the freedom to shop where prices are lowest and choice is widest. The man of medium purse can save by using the pass for business and by reserving his pleasure car for pleasure trips out of town. The busy man can win because downtown "pick-up" rides are faster by car and bus than by means of an auto which requires expense and time for parking.

If each of us creates several profit-bringing pass purchasers the total may be great enough to push our project up and over the top to the goal of "More Revenue from More Riders."

Cordially yours,

S. M. Haskins

President.

A Message From The President

To All Employees

The More You Save - The More You Earn!

"Many a Nickel Makes a Buckle"

Los Angeles,
May 5, 1934.

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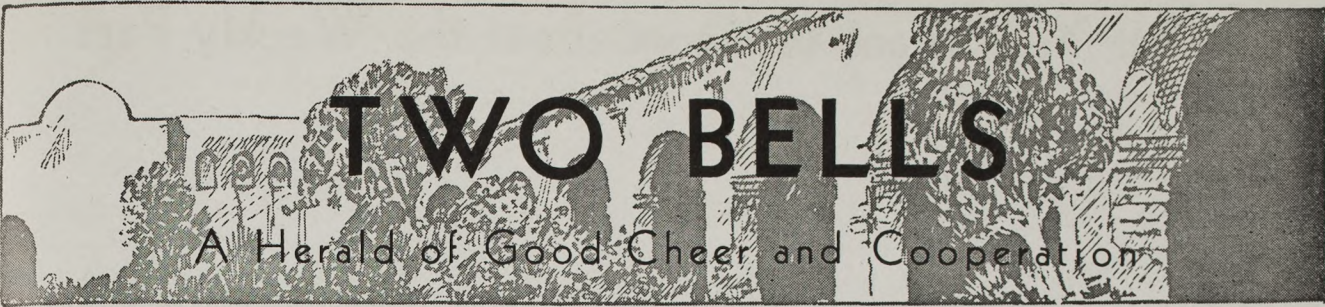
of \$0.15 to \$0.18 of the pass on anyone you know. The workman who spends less than the pass price per week will win because his wife can borrow the pass to secure "cash and carry" savings and the freedom to shop where prices are lowest and choice is wisest. The man of medium purse can save by using the pass for business and by reserving his pleasure car for pleasure trips out of town. The busy man can win because downtown "pick-up" rides are faster by car and bus than by means of an auto which requires expense and time for parking.

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God bless you and your family and all yours.
Cordially yours,

M. Haskins

President.



TWO BELLS

A Herald of Good Cheer and Cooperation

Published Monthly for the Employees of the Los Angeles Railway

Volume Fifteen

May, Nineteen Thirty-four

Number Five

JANET C. McNEILL

Publicity Manager and Editor

The Overconfident Period

By JOHN C. COLLINS

Supt. Meter-Mileage Department

When a man starts to work on the street cars he is introduced to the job by his Line Instructor. Then the Division Instructor endeavors to bring about a closer friendship between the man and the job, because he knows that a man's best friend is his job and that friendship is not a one-sided affair.

You can not expect to take all a friend has to offer and then prove your friendship by doing things which are bound to lead to a costly damage suit. This is like when a friend asks you to drive him home from a party and, while off your route to accommodate him, you have an accident through no fault of your own. Then, after paying for the damages to your machine, you find this friend has brought suit against you for personal injuries. You would not consider this a friendly act, neither would we.

A majority of our new men are placing the Company in just such a position because they are in what we call the over-confident period in this class of work, and are drifting away from the rules of the game towards their own ideas of operation. Unless they come back to the observance of those rules some one is certain to suffer.

Almost every rule in the Rule Book can be recognized as a safety measure—the result of some tragic experience. These rules are your guide and if you lack the judgment or the experience to recognize this and are caught violating some rule, you should be corrected in an effort to develop your judgment and to make a better man of you so that every safeguard will be given the public, the job, and yourself.

In riding with a new man recently I found him chasing automobiles and

slam-banging through because it was his relief trip.

On the same day a conductor on another line was giving bells without a thought of the danger existing at his station.

The next day one of our new motormen picked up a passenger without bringing his car to a stop. In this case his conductor, one whose job has befriended him for years, gave the motorman the high-sign that I was on the car. This was a disloyal act towards the job, the new man, and toward his own family.

We do not have to ride with a man all the time to know what he is doing. His meter record is an indication of the attention he pays to his operation and his operation reflects his accident record.

A knowledge of rules means nothing if the man does not possess the ability to put them into practice. Knowledge means the clear perception of facts, truths, or realities, as the material on which judgment can be exercised. Judgment means a right estimate of these facts, truths, or re-

TO ALL EMPLOYEES

A letter from the President to all employes regarding the weekly pass is inclosed with this issue. Please read it at your convenience and keep it for reference; it is important.

MEETINGS

Division meetings will be held commencing Tuesday, May 8, 1934, as follows:

Div. 1—10:00 a.m., 2:00 p.m., 7:30 p.m., on Tuesday, May 8th.

Div. 3—10:30 a.m., 2:30 p.m., 8:00 p.m., on Tuesday, May 8th.

Div. 4—10:00 a.m., 2:00 p.m., 7:30 p.m., on Wednesday, May 9th.

Div. 5—10:30 a.m., 2:30 p.m., 8:00 p.m., on Wednesday, May 9th.

You will be addressed by a representative of our company in regard to the weekly pass which will shortly be put into use on our system.

It is expected that every trainman will make an effort to attend one of these meetings.

R. B. HILL

Manager of Transportation.

alities in themselves and in relation to each other.

Regardless of how long you may live, you can never gain the experience which forms the background of our rules. So don't let a few months of work lead you away from our system of operation. If you do, every time you are caught violating a rule you will either deny it, or try to justify yourself on the basis of inexperience, and will start building a barrier around yourself which you will continually weaken by trying to prop it up with excuses or arguments to justify your action.

Regardless of where you may work, the important thing to bear in mind is that it is the value that others place upon you, and not the value you attach to yourself, that counts, and the way we determine the value of a man is by keeping a balance sheet of his efficiency.

What You Want to Know about the Weekly Pass

Pass Is Widely Installed

The weekly pass will be found today in more than 100 communities such as Cleveland, Milwaukee, Washington, Kansas City, Salt Lake, Fort Wayne, San Diego, Jacksonville, Portland, (Oregon).

Pass Is a Wholesale Rate for Everyday Use

The one way to smoke out the truly regular rider is to offer to rent the service for no more, or little more, than the usual weekly outlay of an everyday patron. The \$1.00 pass will surely be bought by all who are riding 16 times 6¼c or \$1.00 worth now, just as the \$1.50 pass will surely be bought by all who spend \$1.50 a week or more in 10c or other fares.

Pass Frees Patron of Fare-Paying Bother

The passholder has the run of the road for seven full days from Sunday to Saturday without ever fussing with tokens, transfers, or tickets within the limits of his pass. Thereby, the service is made much more agreeable to him and to you, especially during the rush hours.

Pass User "Writes His Own Ticket"

Experience with the pass shows that patrons who took 14 to 16 rides a week with tokens will take 28 to 32 rides a week with the pass. To their usual two rides a day between home and job they add pick-ups and other short or off-peak rides for shopping, lunching, show or social purposes. That's why the passholder brings his fare down to 5c, 4c or less according to his use of service that would otherwise roll by untaken.

Pass Is Transferable by Purchaser

Many patrons who now spend about 75c a week will be glad to spend \$1.00 when they understand that the pass is transferable. This means that they may loan it to anyone else in home or office when they are not riding. For example: A man who uses the pass to go to and from work, and to his favorite lunchroom, can pass the pass to his wife for some late shopping, or to one of the youngsters for a trip to school, "Y", show, etc. Many such rides would not be taken at all if a fare had to be paid.

Pass Speeds Up Service

Passholders will not have to stand in the aisles to dig for change, tokens, or to unravel transfers. They will also enjoy the token patron's present right to use the motorman's platform where street loaders are stationed. The more passholders, the quicker your get-away. You'll beat many a light you lose now.

Pass Pleases the People

The cost of auto travel seems less than it is because the user does not have to pay for each ride as taken. The cost of car and bus travel seems more than it is because the user has to pay separately for each ride as taken. When we can say: "All the rides you want for \$1.00-\$1.50 a week from 1500 vehicles and 900 professional drivers", we don't have to argue how cheap and convenient our service is.

Pass Pleases All Who Need Crowds

The merchant, the park manager, the ballroom director, the showman, the churchman, the schoolman—in fact anybody whose business calls for crowds will be pleased because the extra rides given by the pass benefit all such activities. The shopper who can examine all the bargains, face-to-face, will buy more, carry a greater percentage home and return less as "unsatisfactory". The passholder going to an entertainment saves two fares per show. The student going to night school can read or relax as he rides, with very little addition to his fares outlay.

All the crowd-desiring interests, also, are better pleased to have their patrons come our way because car or bus riders don't have to be provided with parking facilities.

Pass Will Please You Too

A lot of the grief you now suffer from big bills, worn coins, wrong, rolled, or chewed-up transfers will fade away on the coming of the pass. That will give you more time to help the stranger in our midst. In fact, when you spot a visitor, tell him how much easier it is to get around with a pass! Then there's that 5c or 7c commission per pass about which we tell you elsewhere in this issue.

Here's How You Can Make Pass Stay

If you sell the pass only to those who have been spending \$1.00-\$1.50 or more per week with us, we are bound to lose money. If you sell it to those who can be persuaded to add 25c, 15c or even 10c to their present outlay for the sake of many more frictionless rides, we stand to have an even break or a little profit. If you go still further and persuade autoists to come back for most of their city travel this easy, economical way, we will do more than fill empty seats in the off-peak hours—we will then be able to add platform-hours during the peaks and possibly at other times because the autoist is already used to roaming at will.

The Company has shown its good faith with the public in putting the pass on, and its good faith with you in paying a most liberal commission for pushing it. The rest is up to you men on the firing line.

Division One Champions



From left to right, standing. E. R. Rath, Manager; F. S. Hamill, C. F.; H. M. Perkins, P.; W. R. Stephenson, P.; H. E. Dunn, Captain and C.; W. L. Carson, L. F.; R. M. Kelly, R. F. Front row, C. E. Green, P.; T. N. Harris, S. S.; J. Edwards, 3rd B.; W. E. Maupin, 2nd B.; L. T. DeVol, 1st B.; Mascot, Richard Patrick Kelly, son of R. M. Kelly.

Lary League Standing

By C. J. KNITTLE

April 29th marked the end of the fifth set of games for Lary League players. It will be remembered, however, that Vernon Yard and the Coach Division entered their teams two weeks after the season started. That accounts for the shortage of two games for those teams in the standings shown below.

The game between Division Four and Division Five on April 29th was especially exciting. These teams played desperately to avoid a tie in the League standings. A win by either team meant first place on the list.

In the first inning, Division Five took six runs and Division Four one. In the second, Division Five took one more and Division Four two making the score 7-3. In the following five innings the Division Four score gradually climbed to 10. "Hank" Seivers, Division Four's star pitcher, played the prominent part, of course, in holding the Division Five boys down to no runs in the last five innings, the final score being 10-7.

And here are the standings to May 1st:

Team	Won	Lost
Division Four	4	1
Division Five	3	2
Division Three	3	2
Coach Division	2	1
Division One	1	4
Vernon Yard	0	3

Night Ball

By J. H. McCORNACK

Captain Oliver's Night Ball Club has played exactly even in games won and lost in the warm-up tournament and is all set for the League games. These games started May 1st and all games will be played on the Manchester diamond.

The boys have had the pleasure of beating some of their old rivals of last year and intend to even up some more scores. These clubs are about equally matched and fast games are expected.

Division Four Ball Players to Hold Dance Frolic

About four weeks ago the Division Four Baseball Players announced a Dance Frolic to be held at Masonic Temple, Pico and Figueroa, May 12th at 8:00 P. M. Admission 25 cents.

Over eight hundred tickets have already been sold and Billy Vejar, trainman, ball player and a comedian of several years professional experience promises a forty-minute stage show which will be well worth the price of admission alone.

With over three hours of dancing to the inspiring music of the Los Angeles Railway Orchestra under the direction of Leon Sweet, a full evening of wholesome pleasure is assured.

Tickets may be purchased at the door. Come join us, fellows. Bring a friend.

Ball Players! Take Notice!

Peter Moritz, proprietor of a barber shop at 1054 So. Broadway (in the Los Angeles Railway Building) offers a free hair cut, shave, shampoo and tonic to any player in the Lary League making a home run during the current season.

Division Three Foothillers



The Division Three Ball Team may not be the pennant runners but you've got to give them credit for trying. The "creakin' jints" and sore muscles are fast disappearing and there's lots of pep in "that thar bunch".

Left to right, back row: Conductor W. G. Schmidt, Motorman B. S. Evans, Conductor L. Wankier, Operator C. M. Neal, Conductor G. A. Finney, Conductor H. L. Zimmerman, Operator L. B. Meek.

Front Row, left to right: Conductor W. R. McIver, Conductor Wayne Gardner, Conductor D. E. McCarter, Mascot Clayton Meloy, Motorman S. V. McCarthy, Conductor L. E. Stump, Conductor M. A. Triboulet, Conductor Carl W. Morris.

Pin Topplers

By L. VOLNER

Division Three now has a Bowling Team known as the Los Angeles Railway Bowling Team. They are members of the Industrial League, and have games every Friday night at the Highland Park Bowling Alley. Conductor F. D. Millican is captain of the team which is composed of the following conductors: J. McComas, J. H. Glidewell and J. H. Demaree.

On Friday, April 13th, they beat the Safeway Team with a handicap of 15 points.

Appreciations

Acknowledgments and thanks for floral offerings and sympathy extended to them during the illness and the loss of their loved ones have been received from F. C. and F. L. Shafer; C. E. Tatum and Family; Clara O. Godwin and Family; I. R. Tilton, Arima W. Claypool and Carolyn Woodhull.

Foremen on Good Time Jaunt

Are you a member of the Los Angeles Foremen's Club? If not, now is the best time to put in your application. If you are, you will not soon forget the afternoon of April 14th.

Here's what happened. A boat trip through Los Angeles Harbor conducted by a representative of the Board of Harbor Commissioners. We were all permitted to board the electrically driven Dollar liner, "President Coolidge" and we saw everything on it there was to see. Last but not least, we had dinner at the Elk's Club in San Pedro and this brought to an end a most interesting and instructive afternoon.

The next regular meeting will be on May 15th when you will be shown pictures of the construction of Boulder Dam. Don't miss it!

DOYLE RISHEL,
Member Foremen's Club
Executive Council.

Scouts Visit Sunland Also Attend Wedding

On Sunday, April 22nd, Monte Vista Park in Sunland was honored with a visit by Scout Troop 45. We played many interesting games and hiked around in the river bed. We had a very enjoyable time as the park is a beautiful place. To those Committeemen who had never been there before it was quite a surprise. If you have never been there we suggest that you go there some day for a picnic.

Junior Assistant Scoutmaster William Bergen was married to Miss Harriet Mae Rogers on April 26th. The wedding was attended by Troop 45. Bill has recently been helping his father-in-law with Troop 164 and that Troop was also invited. A troop of Campfire Girls, who are friends of Mrs. Bergen, were also present. The couple was married by Judge Barry Sullivan. We all join in wishing Bill and Harriet a happy married life.

BOB BOWER, *Publicity Manager,*

LYNN WEBER, *Two Bells Reporter.*



These handsome gentlemen are, reading from left to right, E. J. Berry, Manager, L. A. Motor Coach team; Henry Sherwood, Captain of the L. A. M. C. team; Charlie Morse, Motor Coach Division 16th Street; F. Van Vranken, Manager L. A. Motor Coach Division; W. P. Capps, Manager, Vernon Yards team; W. B. (Bill) Bramlett, Captain, Vernon Yards team.

The Vernon Yards team and the Motor Coach boys played in a regular series for the first time on April 15th. Mr. Van Vranken pitched the first ball for the M. C. boys and Mr. Morse caught for Vernon Yards.

Veterans Doings

The dance held at Patriotic Hall April 21st was a huge success, and everyone has been saying: "When are you going to have another?" Well, I am going to let you in on the news right now. The next one will be held at the same place May 19th, with the same snappy orchestra furnishing the music.

Comrades, don't forget the Dance Frolic that the Division Four Baseball Team is staging May 12th at the Masonic Temple at Pico and Figueroa. If we will patronize dances, entertainments, etc., sponsored by the other organizations they will, no doubt, reciprocate.

Some one has suggested that a little later, when summer is really here, the bunch get together and journey to the Fun House at Venice, and there spend a few hours followed by a "Weinie Bake" on the beach. How does that sound? Let's have a few suggestions on this.

Comrade Barkley has been appointed to fill the post of Sergeant at Arms for the balance of the year, on account of the resignation of Comrade Leasman who, due to his strenuous duties in the Veterans of Foreign Wars, finds he cannot take the necessary time to attend to both posts.

Comrade R. C. Frost has been appointed to fill the unexpired term of Division Commander at Division Three. Comrade Frost held this post in 1932, so you Division Three boys all know him.

Comrade Wickham, while attending a dance at the Lennox Post of the American Legion, was stricken with acute appendicitis. Comrade Manning secured a doctor immediately who said that an operation was necessary. Wickham was then rushed to the hospital and was operated upon before daylight. He is at the California Hospital and is getting along fine.

Comrade Camack, while on his way to work, was struck by an automobile which resulted in three cracked ribs and a fractured toe. He is getting around with the aid of a cane and expects to return to work very shortly.

Comrade Thomson has left the hospital and is now recuperating at his home. He is getting along O. K. but it will be some time before he will be able to return to work.

In closing let me remind you again about the dances. Even our Commander takes a whirl now and then, so you know they must be good.

H. F. NELSON, *Adjutant.*

Veterans Auxiliary

To all you folks who did not show up at the "Old Fashioned Party" last month, let me tell you that you sure missed an awfully good time.

Our hostesses, Mae Corse, Marie Manning and Sarah Cook, certainly made the evening a most enjoyable one by taking us back to our "Kid" days again by playing a number of old time games. Many prizes were awarded to the lucky ones and the door prize was carried off by the Sausers of Division Five.

After our romp we more than did justice to the eats and finished the evening by dancing.

Mrs. Esther Wickham, who was to have been one of the hostesses and who had helped with the plans and arrangements for the evening, was unable to be present with us due to the serious illness of her husband, but we are most pleased to hear that he is improving rapidly and will soon be out among us again.

MEMBERS AND PROSPECTIVE MEMBERS: please note the following information: Our next meeting, which will be on Wednesday, May 16th, will be held in the Club Room, 8th Floor, Patriotic Hall, at 8:00 P. M. Candidates whose applications have just been received, we will be looking for you at this meeting. Everybody make a special effort to be with us in person so that all may have a voice in matters of business that will be discussed at that time.

Remember the date, the hour and the place.

ESTHER L. WILLIAMS, *Secretary.*

Mechanical Meet Brings Interest

The Supervisory forces of the Mechanical and Automotive Departments had the subject of Efficiency Cards for their regular monthly meeting. H. E. Jordan, Superintendent of Equipment was chairman of the day.

C. B. Lindsey introduced Floyd Nolf, the new Foreman of the Second Shift at the Garage, who replaced D. B. Sterling.

After the discussion of the regular program subject, there was a general talk on the Provident Fund and Benefit Plans.

S. A. Bishop, General Claim Agent will be the principal speaker at next month's meeting.

J. E. STEENROD,
Secretary.

Honor Roll Association News

The regular monthly meeting was held Tuesday, May 1. It seems that many members have forgotten that the first Tuesday of each month is the regular meeting day for the Honor Roll.

Matters of importance came before the members. Among other things they were advised that the delay in the delivery of insurance policies for the Special Roll members was caused by the fact that the policies had to come from the head office of the Aetna Life Insurance Company in Hartford, Conn., and when they did come, only 80 were sent instead of the entire number. However, members were assured that the policies are in full effect regardless of whether or not they have been received.

After an open discussion it was decided to hold a picnic, in lieu of the regular monthly meeting of June, and that the committee on arrangements be given power to set the time, and select the place, and manner of such picnic. The President, Vice-President, Secretary and six members to constitute this committee.

The Secretary would be very glad to have any of the members write him, offering suggestions as to the time and place they would like to have the picnic.

GEO. A. PRICHARD,

Secretary.

Mr. and Mrs. Defty at Home



Mr. and Mrs. Jack A. Defty are on their way to England to visit relatives of both Mr. and Mrs. Defty. Just before they left they paid a visit to R. B. Hill, Manager of Transportation, an old friend of Jack's.

Jack Defty is one of our best known old timers. He began service with the Company in October, 1901, as a Motorman. Bob Hill became a Conductor for the Company in May, 1902, and was broken in on the back end by Jack. During all these years, the two have maintained a staunch friendship.

Mr. Defty comes from the County Durham in the north of England, where he will visit his brother who is a steam railroad man with a service record of forty-nine years on the London Northeastern Railroad. Mrs. Defty is a native of Devonshire, England.

The Deftys will visit various places in England and Ireland and will then go to Paris for two weeks.

Grinder Makes Record

By F. F. ROBEY

To the wheel grinder at Division Five goes the honor, we believe, of killing the most skid flats. This old wheel grinder began its career in January, 1927 and to date has 8,089 pairs of ground wheels to its credit. This is an average of 92 pairs per month. October, 1930 was the dead month for this grinder with only 29 pairs of wheels to its credit. But it made up for lost time in July, 1931 by grinding 338 pairs.

Notice to Employees

The wife of I. R. Tilton, Safety Operator, Division One, died April 8, 1934. Mr. Tilton was paid \$478.25 under Wives' Death Benefit Fund Assessment No. P-68. Deduction was made on pay rolls ending April 30, 1934.

R. A. PIERSON,

Superintendent of Personnel.

Harry to Satisfy Tummy and Eye

Looks as if they were just gettin' ready to go into one of these new-fangled tap dancin' efforts, but not so, dear readers, it's part of the staff that gives service in the Car Barn Cafe at Division Three. In addition to good service, good looks on the part of the ladies goes without extra charge.

When Manager Tuttle does any prowling he keeps his eyes open for anything that improves. This idea was evolved by him while on one of his nightly excursions and has resulted in much favorable comment.

Left to right they are: Naomi Dwyer, Elsie Hall, "skip one", Col-lene Shoemaker and Agnes Weitzel. The one that we skipped is none other than that old Maestro Harry Tuttle, Manager, who thrives on serving his many patrons with one hundred per cent culinary effort, and his good looking staff of girls gives the service a finishing touch.



Good News

ON APRIL 27th we all received the good news that wages and salaries would be increased effective May 1st.

The officials of the Company promised the employes when the reduction of wages went into effect in August, 1932, that the cut would be restored as soon as the financial condition of the Company permitted.

The year 1933 was a discouraging one. Passengers hauled over our system in 1933 showed a decrease of 18,958,175 over 1932. In 1933 we hauled 7,978,553 less passengers than we did in 1919. The 1933 figures include our vast motor coach system and we had no motor coaches in 1919. The Los Angeles Railway hauled fewer passengers in its street cars during 1933 than it did in 1913 by almost ten million.

The first three months of 1934 have shown a slight gain in the number of passengers hauled over the corresponding months of 1933. The management, with a faith in the future that we all pray may be justified, has redeemed its promise to its employes made in 1932.

We are proud to be working for such an organization as the Los Angeles Railway. Let's do our part and get more business for the Company by giving safe rides and courteous service to our passengers.

Memorial Day

"It is good for the souls of men to have established dates when they may pause to contemplate what has been done for them in the establishment of nations and the advancement of civilization.

"In the lives of all loyal Americans, Memorial Day each year is a milestone which marks the achievements and great deeds of their fellow men. It is a day when sincere tribute should be tendered those brave souls."

Mothers' Day

To the majority of people Mothers' Day brings up tender and intimate feelings; memories of childhood's happy and untrammelled period of life, when care and sorrow were unknown or if sorrow did appear, the tears were wiped away by Mother.

To the Mothers, we owe all that we have been, that we are, and that we hope to be; even to those who suffered the loss of a Mother in early life, or who never have known the touch of the gentle hands, there is an inner shrine that cherishes the image of a Mother.

*Your mind is like a bank account—you
can't draw out what you don't put in.*

*Many a man has a hard time because
he takes things easy.*

*Just when we think we can make both
ends meet someone moves the ends.*

*Know your own mind—but first make
it worth knowing.*

Personnel News Items

During the month of April, twenty-one of our employes were confined to the California Hospital, representing 164 hospital days. Those who still remain in the hospital are getting along nicely. The cost for this hospital service during the month of April amounted to \$908.25.

A. B. Morse, former conductor, Division One, now a Flagman, is confined to his home on account of illness. The latest report is that he is doing as well as could be expected.

L. Chiaro, Mechanic, Garage, who suffered a broken wrist while playing baseball, is getting along very nicely but has his arm in a sling. We find that he is with the boys at the game, however, and took so much interest in it that the umpire had to chase him away from the coaching line.

F. N. Goodman, Car Inspector, Mechanical Department, who has been on the sick list since December, is looking much better, but no doubt will have to remain under the doctor's care for some time.

A. C. Campbell, Motorman, Division Five, who has been off for some time, is improving quite rapidly and thinks he will be able to go to work before long.

P. Mitchell, Motorman, Division Four, who has been sick since the middle of February, advises that he is feeling much better and is able to be around.

J. W. Duncan, Conductor, Division One, is on the sick list and has been for some time. However, the Personnel Department representative who recently visited him advises that he is improving and feels much stronger than he has in the past. Mr. Duncan is out on his little ranch in North Hollywood and feels that the relaxation will speed his recovery.

G. F. Miller, Instructor, who has been off sick for several months, seems to be improving, and in fact, he looks as though he had been gaining a little weight. Keep on, George, we sure will be glad to see you back.

W. B. Huddy, Conductor, Division Four, who has been ill since last December, is improving very slowly. Mr. Huddy would appreciate a call from any of his old friends as he is still confined to his home.

A. G. Richards, Conductor, Division One, who was quite ill, is now up and around and will soon be back to work.

D. A. Jones, Conductor, Division Three, who has been making the California Hospital his home recently, due to an operation, is now at home convalescing.

M. E. Pennington, Motorman, Divi-

sion Four, who was operated on at the California Hospital last month, is making a very rapid recovery. In fact, he stated shortly after the operation that he was ready to go to work at any time, but the doctor did not agree with him. However, it will not be long before he will be back on the job.

A. A. Johnson, Motorman, Division One, was nudged by an automobile on April 10th and seemed to get the worst of it. Fortunately there were no broken bones and he is getting along nicely.

We find that some of our employes who have been off sick for some time and were not covered by the Sickness and Accident Insurance, now realize the importance of this protection and are taking the necessary steps to avail themselves of this insurance at once.

Occasionally, there seems to be a misunderstanding among our employes in regard to payment of premium while they are on the sick list. Our policy does not carry the waiver of premium clause and naturally could not at the rate the employes pay, therefore, it is necessary for the employes to pay premium during any period of illness.

At the request of members of the Wives' Death Benefit Fund, effective April 1st, the Personnel Department began to publish notices to be posted whenever the wife of an employe, who is a member of this branch, passes away, in order that each member may know for whose death he is being assessed. During the month of April, there were two of our employes whose wives passed away, and it is regrettable that one of them had not availed himself of the privilege of membership in the Wives' Death Benefit Fund. The Personnel Department feels that no married man can afford not to be a member of this branch, as it costs so little and is of such great benefit in the time of need.

The Personnel Department can vouch for the fact that there is a Baseball League with a number of Railway employes participating. It is not necessary to attend the ball game to realize this, it being necessary only to look over the medical files. We have had fifteen of our employes injured enough to require medical attention since the season opened, and the medical service for these injuries will cost approximately \$100.00. However, it is a great old game, and "we do our part".

During the month of April, 116 employes who were ill received indemnity under our group Sickness and Accident Insurance policy.



BIRTHS

Conductor J. T. Tuey of Division One has another son. He arrived on March 21st and his name is Gary Ellsworth. * * *

A new daughter arrived at the home of Conductor C. E. Kinion, of Division One, on April 14th. Her name is Peggy Rosita. * * *

It was April 14, 1934 when Motorman Lester Lininger, of Division Five, became the proud papa of a nine pound baby girl. Little Mary Anna and mother are doing fine. * * *

Three days later, April 17th, little Josephine Evelyn, a daughter weighing eight and three-quarter pounds, was presented to Motorman E. L. Seale, also of Division Five. This makes number two for Mr. Seale. * * *

And then along came Conductor Charlie Stahl, Division Five, two days later, April 19th, smilingly announcing the arrival of a six pound eleven ounce boy, Charles Kenneth Junior. This makes a boy and a girl for Charlie and everybody is happy. * * *

The 1934 Models are in! According to Mr. and Mrs. Arthur Gerrard (Arthur, however, works as Electrician at South Park) who announce the arrival of a charming little model baby girl. Specifications: Weight 8 pounds, fully equipped, free squealing, automatic feeding, seldom requires oil, sparkling lamps, body color—delightfully pink, travels nicely, and money could not buy it. Congrats to Mister and Missus. * * *

V. J. Kuhn of the Motor Coach Division took two days off to tell all his friends and relatives about the fine young son who arrived at his home April 24th. This fine boy has been named William John and weighed seven pounds and thirteen ounces. Mother and son are doing nicely. Congratulations. * * *

We must have an even number of boys and girls at the Motor Coach Division so L. E. Kellog has been telling us all about his pretty little baby girl who weighed nine pounds and arrived April 5th. Her name is Erma Pauline. Congratulations. * * *

And the little lady over at Mr. and Mrs. A. G. Sundeen's. Was she mad or was she mad! She didn't get her name in the March Two Bells! And just think, she was born on St. Patrick's Day, too! Well thanks for the cigars George, even if we are a month late. Mr. Sundeen is a Division Five Mechanical man.

Square and Compass Club

The monthly meeting of the Square and Compass Club, held at Boos Brothers Coffee Shop on April 21, 1934, is now a matter of history, but as far as those fortunate enough to attend, the memory will live long.

A bounteous repast, our caterers beat every effort to date, was enjoyed by all, and the consensus of opinion expressed, was that we again return to Boos Brothers for our May meeting.

Dinner was followed by a short and snappy business meeting, after which we were entertained with several good stories by Brother Judge Wm. S. Baird, member Southern California Lodge No. 278, Los Angeles, California. The Judge succeeded in getting the members in a receptive mood for the very fine vaudeville show which followed, and which was provided by that dean of booking agents, Brother Walter E. Trask.

During the meeting, our Chairman of the Entertainment Committee, Walter E. Whiteside, made a report on the dance and frolic recently given by the Club, and we were pleasantly surprised at the fine showing made.

A check up to date, shows that high honors for ticket sales go to Brother W. H. Morgan, Conductor Division Five, who disposed of twenty-one tickets. Second and third places went to W. M. Morgan, President, and W. E. Whiteside who, due to their larger dancing acquaintances, disposed of seventeen and thirteen tickets respectively. All in all the affair was a huge success, and your entertainment committee is encouraged to give bigger and better affairs of this kind in the future.

The writer has been requested by President W. M. Morgan at this time to call attention of all members and their families, to the fact that the annual picnic of the Club will be held on Sunday, June 10th. If you thought that the picnic last year was a success, wait until our next, for as they say in Sweden, "You ain't seen nothin' yet".

Like the circus, it will be bigger and better than ever before, therefore, you are advised by one who is "in the know" to reserve the above date, and if at all possible let nothing interfere with your attendance. A big day is planned, and you are assured that the adults as well as the children will have the day of their lives.

Full details will be outlined by bulletin later. Remember the date **Sunday, June 10th.**

At our May meeting, several very important matters are to be discussed, and your officers are antici-

pating a full attendance so that these several matters now pending may be satisfactorily disposed of.

We understand that a very fine entertainment will be provided, and all indications point to an exceptional evening. May we count on your being there!

COMPASS POINTS

Conductor W. H. Morgan (not our President) of Division Five, besides being "star salesman of dance tickets", brought with him to the dance a school of beautiful coeds, all of whom had a good time.

Brother Charles Hardy is one boy who enjoys our meetings, he always brings along a good appetite, and is one hundred per cent for the Club as evidenced by the fact that he was responsible for bringing to our membership Brother H. A. Creager of the Garage.

W. A. Maitland of South Park Shops is one of our regulars on whom we can always depend.

Congratulations to Russell B. Smith of South Park Shops on his regular attendance at our meetings. If the entire membership could be depended upon like Brother Russell, what a success our Club would be.

Oh yes, he disposed of eight dance tickets, that too is co-operation in a big way.

Did you know that we have in our membership the Chess Champion of the L. A. Railway, he is none other than Brother A. M. Reid of Division One.

George A. Smith of Division Four Mechanical, laughed so hard at some of Judge Baird's stories, that it looked like he was trying to get on the right side of the Judge just in case he might at some future date receive one of those invitations to attend Judge Baird's court.

A copy of this issue of Two Bells will be mailed to Judge Baird in the hope that all this free publicity might help the writer. However, we are not sure that the Judge can do much in alimony matters.

Jimmie Bradley of Division One Mechanical, will hereafter be known as "Silent Jim", as he never says anything. His regular attendance however, would indicate that he thoroughly enjoys himself.

Brother Raymond B. Smith, our

genial Marshall, seemed very much worried by the fact that he was one signature missing in our Club Register. We understand that he is still looking for the brother who failed to sign up.

Quite a laugh at the speakers table when the hostess mistook Raymond Smith for Bill Morgan. The hostess apologized, but we have not been able to learn to which one.

The waitress' Glee-Club accompanied by Brother Aston at the piano, was in full voice at our last meeting. While their last effort was impromptu, we are sure that with a little rehearsal big things could be expected.

Judge Baird, by the way, was a guest of our own (Charley) C. D. Clark. We hope Charley can induce the Judge to be with us again in the near future, as his stories went over in a big way.

Funny how birds of a feather, etc., but did you notice that the four giants of the Club sat together at dinner. Namely Clarence Fischer, Fred Melentin, Andy (Cupid) Egan, and George Scott. Safety in numbers apparently.

Several members would like to know just why it was necessary for W. E. Whiteside to change his name and office address.

The writer now knows where he makes his headquarters at least.

We had intended telling in this issue of the Strange Cruise of "Barnacle Bill", and "Sinbad the Sailor", but unfortunately, space prevents.

Next Meeting Saturday, May 19th, 1934.

Fraternally yours,

JACK K. WILSON,

Director of Publicity.

Employe's Picnic

The employes of the Auditing Department held their annual picnic on May 6th at Banning Park in Wilmington. A cordial invitation to employes of all other departments was extended. As Two Bells had gone to press when the picnic was held, details of the program could not be published. However, the list of events was a lively one and we know everybody who attended had a good time.

Rose Lang, Bill Taylor, Clyde Fly and Irma Watkins comprised the entertainment committee.



Shops

JACK BAILEY

Business is good and we fear that the full swing of vacations will not get off to an early start. However V. W. Lee, of the Store Department, will start his on May 7th. He plans to give the local fishing resorts his undivided attention.

Ben Bradfield, also of the Store Department, will start his vacation May 21st. He was granted an extended leave of absence of three weeks during which time he will include a circular trip to Canada, making short stops in Kansas and Illinois before he leaves the States.

Daring the mighty swells and the discomforts of seasickness the Lary sportsmen are off to an early start and the usual fish stories are going their rounds. A. Arnold of the Superintendent's Office, tops the list with a 17 pound salmon grouper that did not get away.

Ben Pecoy of the Air Room has already marked up two yellowtails to his credit and predicts good fishing this season.

Truckmen W. Leisure, J. Mathis and L. Spratt have organized the "Three Men in a Tub" Fishing Club. Their charter calls for a fourth person to be known as the silent partner and financier. This is a promising opportunity for the right man who wishes to get in on the bottom floor for a sure paying proposition.

While the fishing fever is still in mind we have a good story on our play boy, Bill Reynolds, who outdid himself in designing a cardboard fish which was to dangle at the end of Jimmie Hale's fishing pole which was all in readiness on Jimmie's car. Jimmie discovered the plot and reversed the prank and to Mr. Reynold's surprise (from the telltale smiles of snickering pedestrians, he discovered said fish on the front of his own car with the added description of "Bill's Fish Wagon." A mysterious phone call warned Bill that he was wanted on the charge of operating a fish wagon without a license.

The proud possessor of a new 1934 Chevrolet is Blacksmith Bob Ballard. Our guess is that the old New Mexico oil well came through at last.

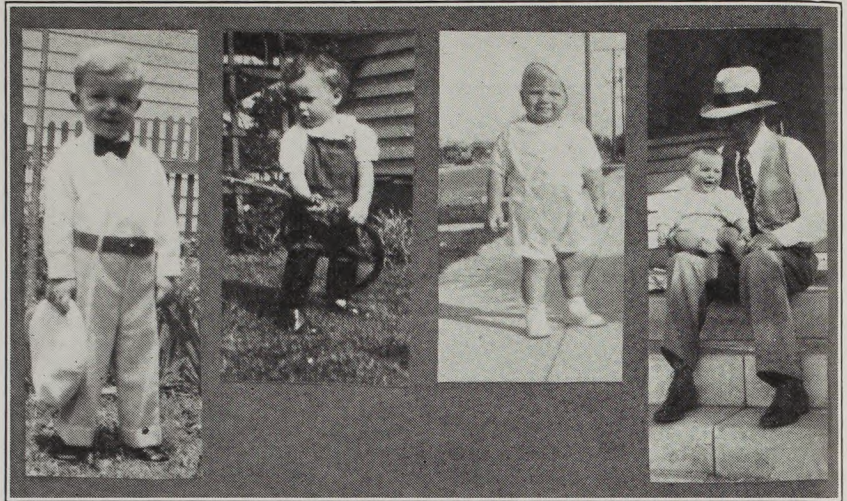
A painfully injured hand has put Truckman W. J. Martineau on the absent list.

Robert Allen increases the personnel of the Truck Shop by one and comes to us from Division Four.

Truckman Bill Thun has a new shift in the Machine Shop during the temporary rush on grinding wheels. Now, when he was young—?

Truckman E. Edwards has won his way up the ladder of fame and is now recognized as the spokesman of the day. His "one man opinions" are becoming quite popular and are frequently quoted. Some of the boys have given him the name "Daily News."

With fire in his eyes Foreman J. M. Spearing is looking for two good quilt players to represent his Carpenter De-



This handsome young man is Roy Lee Bower, two years and eight months old. Son of Conductor R. W. Bower of Division One.

This industrious little fellow is Harry Bryant Jones, 16 months old son of Conductor V. B. Jones of Division One.

Donald Babcock. You'll have to agree, friends, this little man is a prize winner for health and handsomeness. Donald is eighteen months old and wants everyone to know that Motorman G. H. Ross of Division Four is his granddaddy.

Believe it or not the older boy in the picture is Conductor E. B. Wright of Division Three and the little fellow is his grandson, Edwin James Meham. Edwin is six months old. Can you beat it?

partment. Interest has been renewed in the game since Harry Longway's two aces, E. A. Kinion and C. L. Nickels, took the long standing championship from the South Side. Kilgore and Yale lay their depeat to Janitor N. Winston who could be heard all over the plant rooting for the Truckmen.

Carpenter John Moore was granted a leave of absence to make a round trip to New Mexico to visit his daughter.

Old Dame Misfortune strikes again and our accident percentage dropped another degree when Carpenter Al Dellinger suffered the misfortune of a fractured wrist.

A new recruit is L. D. Green who comes to us from Division Five. He is in the Trimming Department.

We welcome the return of our old friend Bob Adams who has been located at Division Three since the big shakeup. Bob renews his duties in the Buffing Room.



Division One

H. N. COLE

On Easter Sunday Motorman M. G. Johnson took a trip to San Gabriel dam, with his family and some friends. He placed his little boy, less than two years old, on a big boulder and as Johnson turned to get his kodak, the boy took a dive into about four feet of water. Of course daddy took a dive too, and got soaked with his best clothes on. He said the boy was about two feet under the water and was making a frantic

effort to swim ashore when he was rescued. He suffered no ill affects and really seemed to enjoy his experience.

Conductor C. C. Saylor asked me to announce that after twenty years of continuous playing, Motorman E. R. Rath has at last won a game of cribbage.

On April 18th Motorman J. Williams had the misfortune to have a fender fall on his leg, cutting a considerable gash just above the knee. He was taken to the hospital where several stitches were necessary. At this writing he is still confined to his home.

With a little time on his hands at the terminal of the "U" Line, Motorman G. K. Sonner took a stroll around. On returning he stumbled over something and slightly hurt his leg. He says it was some kind of tool but his conductor, J. H. Stanley, thinks it was an Austin parked near by that he stumbled over.

The Division One Ball Team is surely forging ahead. The April 22nd game resulted in a score of something like 37 to 12 in favor of Division One. Ray Kelly made three home runs—a good imitation of a certain big league player.

Motorman R. J. Orphan has returned from a ten day trip to Arizona. A combination of pleasure and business, so we understand, prompted the trip.

Safety Operator G. G. Gifford left on March 26th for Nebraska, having been called away on account of the death of Mrs. Gifford's father.

On the same date Motorman C. M. Long was called to his old home in Oregon on account of the death of his mother.

Conductor H. A. Hennes took advantage of April 1st, and treated himself to a ten day vacation.

Motorman J. G. Adair has been ap-

pointed to the position of regular flagman, effective April 1st.

Conductor F. E. Schuler, who has been convalescing in Arizona, has returned, and is feeling fine. Expects to be back on the job very soon.

Former Clerk L. C. Morton, now on the retired list, was seen at the Division recently, shaking hands with his old friends. He is located out in the country and is raising a few chickens and lots of tomatoes.

It may be out of order, but we insist on taking off our hat to Scribe J. H. McCornack of the Coach Division. He surely can turn out a snappy column.

Motorman G. W. Farley has taken three months off and is at this time touring the Eastern states.

We extend to Safety Operator I. R. Tilton our sympathy on the loss of his wife who passed away recently.

Conductor A. F. Munson who has been with us for a short while, has resigned and gone to San Francisco where he has a position on the police force.

Conductor J. W. Duncan who has been on the sick list for several weeks, is reported as improving but not yet able to resume his duties.

After spending several weeks on the work train, Bill O'Hern is again back on his run.

At present the following conductors are listed as unable to perform their daily duties: A. G. Richards, C. A. Jenks, M. H. Snyder, L. E. Adkins, W. Nally, and F. E. Schuler.

Motorman A. A. Johnson, who met with an accident while on his way home about three weeks ago, is improving and hopes to be out shortly. He was struck by an automobile and painfully injured.

The following motormen are on sick report: L. C. Cummings, H. S. Haag, F. C. Schafer, J. E. Nelson and E. O. McKinney.

Conductor M. B. Stewart lost his voice and had to lay off the job for three weeks, but he is back now as noisy as ever.

team who knocks a home run. Won't be long until we have a bald-headed Baseball Club.

On the job as usual, Manager Harry T. Tuttle of the Car Barn Cafe has had a shower erected in the yards of this Division for the benefit of our Baseball Team. This is greatly appreciated by the boys, and they are deeply grateful to Mr. Tuttle for what he has done for them. Manager Tuttle, in his usual way, is catering to those who patronize the ball games at Vernon Yard each Sunday.

On Monday, April 16th, Motorman John Corsen was hardly able to get out of bed but, knowing there would be no one at the barn at that early hour to take out his run, he managed to crawl over and get his car up to Eagle Rock where Motorman Baxter boarded the car on his way to work, and handled the car back to the Division where an extra man relieved Mr. Corsen. He has been off duty two weeks as this is written, but we understand he is much improved.

On account of an eye infection, Motorman J. B. Martin is taking an enforced vacation.

Motorman E. B. Bowlin was called to his old home in Missouri on April 25th on account of the death of his father. The boys of Division Three extend their sympathy.

There was a general shake-up at this Division effective April 15th, and it is presumed all are satisfied with their new runs. At least that condition will exist until something goes wrong, and when we have an open run the frenzied bidders will get busy.

The opening of the trout season on May 1st saw quite a few of our local fishermen trying their luck in the nearby mountain streams. Foreman Reid, Motormen Wankier and Hollenbeck and several others whose names we were unable to secure have, for the past several weeks, been off shore in the vicinity of Santa Monica and Huntington Beach, but no big catches are recorded as yet.

Uniform Inspector Harry C. Trabue is taking it easy these days in his De Soto 6. Harry says that this car is a "hill-climbing fool" and he expects to test it out some time in the near future by going up into the High Sierras.

Every one is glad to see Clerk Harry Gilmore back in the office after an enforced vacation on account of infected hands.

Motorman Fred Stauss and wife are enjoying a several weeks vacation. Quite a bit of the time is being spent in the vicinity of Boulder Dam, visiting the parents of Mrs. Stauss.

Talk about your great times! Well, those who were present at the dance given by the Los Angeles Aailway Employees Association at the Arroyo Ballroom on the night of April 28th report the best time yet. Music was furnished by Conductor Sweet's Orchestra, which you know was of the best. When the Association announces a dance you can count on a big time. Don't miss it.

Conductor W. H. Quibell and father are spending several weeks at their old home in Waterloo, Iowa looking after business matters.

Conductor H. W. Quam and wife are enjoying a two weeks rest at one of our

nearby mountain resorts.

For the next sixty days Motorman F. T. Atkinson will be visiting relatives in Dallas, Pennsylvania.

Motorman P. C. Smith is spending a sixty day vacation in the vicinity of Santa Fe, New Mexico.

Motorman A. Johnson and family will spend sixty days on a tour of Eastern cities. The trip will be made by auto.



C. J. KNITTLE

I'm just so full of Los Angeles Railway Baseball doings that unloading my mind of the past month's sport news is, at this moment, quite necessary. Every Sunday the games at Vernon Yard become more fascinating. The number of fans and rooters has doubled since the beginning of the season. With all Divisions and Departments represented in the six teams which make up the Los Angeles Railway League (with the exception of the Main Office staff) it is predicted Chief Supervisor Bill Snyder will soon be organizing a team of Flagmen to represent the Traffic Department.

As a Division Four man I am very proud of the standing of this Division in the League. On April 8th Division Four played Division One. A triple play by Division Four men started things buzzing. With second and third bases filled, Pitcher C. Lynn caught a hot line drive, shot it to third, and the third baseman shot it to second, completing the triple play. The final score was Division Four, 31; Division One, 9.

On April 15th, in a game with Division Three, a number of unfortunate errors by Division Four men cost them the game. The final score read, Division Three, 7; Division Four, 6.

The defeat proved a great stimulant for the Division Four team. Op April 22nd they played the Coach Division men. The playing on both sides was excellent. But Dame Fortune gave the game to the Division Four team. The score was Division Four, 9; Coach Division, 1.

April 29th the Division Four men played Division Five. It was the hottest battle of the month. At the end of the fifth inning the score was 7-7. No runs were scored in the sixth inning. In the seventh and last Division Four made three runs and the final score read Division Four, 10; Division Five, 7.

While baseball is the popular diversion of hundreds of Los Angeles Railway folks, dancing is still the favorite social diversion.

On April 14th the Los Angeles Veterans Club conducted a dance at Patriotic Hall. The turnout was splendid.

One week later, April 28th, Division Three trainmen followed up with a dance at Avenue 28 and Figueroa. The event was well attended. The music was furnished by Leon Sweet's inimitable Ball-Room Orchestra. (Leon will probably tell me it "ain't" either, it's the Los Angeles Railway Orchestra.) Fourteen valuable door prizes were awarded and a grand evening was enjoyed by all.



L. VOLNER

Happy "daze" are here again? Among the various articles returned to the finders Conductor Ira Gott had an opium pipe—a very fancy pipe with its carvings and decorations. Superintendent Ferguson happened to see it before it was called for, and was right on the spot when Mr. Gott called to claim the article. He wanted to buy the pipe, but, as Mr. Gott did not want to try it out, he presented same to Mr. Ferguson. Many pleasant dreams to follow.

Every Sunday nearly every one who is off duty may be found down at the Vernon Yard Ball Ground, where there are three very exciting games. Our boys are doing fine, and when the season is finished, Division Three will be among the running.

B. Lucchise, proprietor of the Barber Shop at 594 West Avenue 28, has offered a haircut to each member of our

Clerk Harry Gilmore performed the duties of Master of Ceremonies in his usual lively fashion. There will be another Division Three dance May 26th, friends. Don't miss it.

In a day or two, the Division Four Baseball Players' Dance Frolic will be staged at the Masonic Temple, Pico and Figueroa Streets. Saturday, May 12th is the date and 8:00 P. M. the time. Tickets may be obtained at the door. Billy Vejar, in every day life a trainman, in Division Four Baseball activities an excellent first baseman and by profession an actor of many years experience on nation-wide circuits has arranged a fast-moving forty minute stage show of inspiring novelties. The Los Angeles Railway Orchestra, under direction of Leon Sweet, will furnish the music for the three hours or more of dancing. The admission? Twenty-five cents. Will you join us?

Speaking of dances, there's one affair of recent date which Conductor F. M. Cambell will not soon forget. It was the one at T. V. G. Hall on April 7th. Campbell, it is reported, asked a very beautiful young lady for a dance and was quite pleased when she immediately consented. As a matter of fact, they danced three numbers together which, with the regular number of encores, consumed a considerable amount of time. But time meant nothing to Campbell in this instance for he became so infatuated over the young lady that the precious moments were slipping entirely too fast. However, he managed to keep up a pleasant, lively line of chatter and from the smiles which frequently radiated from the girl, Campbell was convinced he was making a million dollar impression. The only thing that puzzled Campbell was that she had not said anything. Everything had been gestures and smiles. The bitter truth began to dawn on Mr. Campbell. They were dancing the encore to the third number. Campbell thought deeply. He gazed down at her beautiful face. She gazed up at him. He spoke a few well chosen words. She failed to answer. The little lady was deaf and dumb.

We are pleased to welcome back to this Division, Conductor J. T. Little who resigned from the Los Angeles Railway service about six months ago to take care of a large farm he owns in Texas. The call of the big city apparently was too much for Conductor Little so he made arrangements for a brother to manage the farm. Little was re-employed and assigned to Division Five but manipulated a trade a week or two later with a Division Four man. We are glad to see you back, Conductor Little.

Motorman Louie Wall proved to be a man of super-endurance one day recently. We're not sure how Louie would hold up in a walkathon contest or a six day bicycle race but he did go to a show the other day and sat through it three times.

A short news report states that Conductor C. A. Simpson was held up at Brooklyn and Rowan one night recently but took his life in his hands and prevented the hoodlum from getting his cash. That calls for a big hand, fellows. Nice work, Simpson.



Lawrence Boyd Webb

How'd you like to have a husky little chap like this, folks? He is Lawrence Boyd Webb, the son of Operator H. B. Webb of Division Four. Lawrence has brown eyes, weighs seventeen pounds and is four months old. A handsome little man, we'd say.

Conductor "Scotty" Thomson, who was injured seriously when he slipped and fell while alighting from his car one evening some time ago, dropped in to say "hello" April 23rd. We were glad to see friend Scotty but sorry he is still on crutches. Scotty suffered a torn ligament in one leg. The bone was also slightly splintered.

Conductor Billy Warren was conducting a class of new trainmen in the In-

struction Department one day recently and took occasion to remark, "You men must realize that you may oftentimes have to get up pretty early."

"That doesn't worry me," spoke up one of the students. "The last job I had was driving a milk wagon."

"Well that's fine," replied Billy, "but remember, now you'll be taking the milkmen to work."

The Personnel Department must use unusual caution to avoid mixing the records of Motorman A. Argue of Division Four and Conductor A. Auger of Division Three.

Motorman L. H. Stephens was granted a seven day leave recently to make a trip to Frisco.

A Division Five conductor, on leaving the service a few weeks ago, decided the best way to get the most money for his uniform and changer would be to auction them off. After much ballyhooing and pounding the hammer the uniform went for \$8.00 and the changer for seventy cents.

We see by the Marriage License column in the daily papers that Conductor G. E. Kinnison and Miss Alma Sando have been granted license to wed. However, Mr. Kinnison says the date for the wedding has not been definitely set.



Division Five

FRED MASON

Well boys, the vacationists have started and things are looking up again. Clerk C. F. Paine started out—the first of the office force. He did not say where he was going but read the Rule Book through before he left.

Motorman Charlie Stowe is going to rest up at home for thirty days.

Conductor Charlie Melcher was off for fifteen days and, with his wife and friends, took a trip to the Boulder Dam which proved very interesting.

Motorman A. P. Williams is back at work after thirty days vacationing with his wife and family in Roseburg, Oregon. And a very good time was had by all.

Motorman C. R. Lewis is one happy boy right now. After being off for just over four months, the result of an automobile accident, he is now up and around, and furthermore, he is holding down a flagging job, and is looking forward to the time when he will be winding a controller.

We were glad to receive a couple of visits from Conductor Tom Trabue who is recuperating rapidly, and expects to be back on the job shortly.

Motorman R. B. Davenport, who has been off sick for five months, came around and chose a run at the "V" Line choice, and is looking fine and says he is feeling fine and dandy.

The most disappointed man in the world on the opening day of the baseball season was Motorman Tex Bourland. For several years he has been getting an



Here we have Miss Kathleen Dally and her little brother Billie, taking in the pretty sights at Exposition Park. Motorman M. E. Dally, of Division Five, is mighty proud of his two offspring, and we all join in saying that he has a real good reason to be.

"Annie Oakley" for the season, but this year it failed to appear, so the ball season opened up without Tex. However, two weeks after the season was under way along came the mailman with a letter for Tex and there it was, a beautifully embossed season pass, and from now on, his conductor is a widow on the last half of the run. Mr. James E. Bourland can be found with a cigar in his mouth and his feet on the rail of any front box seat at Wrigley Field. Inci-

dentially, the Angels lost the first time Tex used his pass.

While we are on the topic of baseball, John Rhodes, our jovial janitor, isn't half so jovial as he should be owing to the fact that he's for Hollywood, but the way they started out leaves John all alone and the only time he gets a chance to let out a cheer is when the Angels lose.

That must have been very funny to Warren DeMuth and his wife, and equally embarrassing to a certain motorman and his wife when the baked Virginia ham dinner turned out to be fried pork chops. It was one of those electrically controlled stoves, but somebody failed to turn on the pilot light, and when they returned from a nice, long drive, they found the ham just as they had left it. "Was his ham red?"



Motor Coach Division

J. H. McCORNACK

The owner of the lot at 16th and San Pedro Streets has given his permission to the boys of this Division to use it for a ball diamond. Upon receipt of this news an Athletic Association was immediately formed, the cost of which, to members, is 25c per month. The money is to be used to buy athletic equipment.

The Baseball Club is going to use it for practice and a Soft Ball Club has been organized. A. C. Davis is business manager of athletics and J. G. Hemstead is the secretary. E. J. Berry is manager of the Baseball Club and J. Thornton is manager of the Indoor Club.

Other competitive sports will probably be taken up and any Division wishing a game may get in touch with the secretary. The lot has been graded by the Company and is in excellent condition.

E. J. Wisely has been granted a thirty day leave of absence and opens the vacation season by taking a trip to New Mexico for a visit with his brother.

E. O. Holt is on leave for three weeks. He has just purchased a new car so will probably take a few short trips.

We are sorry to learn of the illness of J. E. Gardner's father who lives in San Francisco. A two weeks leave has been granted for Gardner to go there to see him.

D. J. Barstow made a four point landing directly in front of Mr. Patton but his speedometer was fast.

J. D. Kilgore and S. A. Spohn took an airplane ride over Los Angeles and especially Wilshire Blvd. They had a fine trip and report excellent traffic conditions.

K. E. Funk, grand-daddy of the extra board, has received a regular run for the second time.

F. B. Oleson has taken the place of Ramsey as sheik of the Blvd. Blonds preferred.

And have you seen J. H. Sherwood's new uniform? Cream colored pants!

L. D. C. Hiersemann has been initiat-

ed into the Royal Order of Bench Sleepers. Someone set fire to his shoes.

The boy who knows how to wear his cap as it should be worn is with us again. D. R. Hobbs has changed over to the Yellow.

Our Wilshire operators will probably be found out at Ascot trying for the big money as the paper plainly stated that Meyer won because he knew how to take the turns better than anyone else and went in and out of traffic with all the skill of a Wilshire coach driver and rarely lost any time on the dangerous curves.

We have two new men on the Wilshire Line. They are R. R. Sanders and F. G. Hedge. The vacancies were caused by W. F. Roberts' resignation to take a position with the Greyhound, and F. H. Hubert's resignation to drive for the Santa Monica Transit Company.

Pansy Hiersemann and Jimmie Cook have now decided to be pals. Both missed out the other morning and had plenty of time to talk it over on the bench.

Al Brehm has opened the fishing season with a pair of sunburned ears and one fish.

J. Lerner forgot to get his application filled out for a city license so had to be relieved on the Line for the purpose. It made him so mad that he went into a restaurant and ate two orders of ham.

George Goehler has invested in a new boiler and immediately turned it over to a mechanic for repairs.

W. H. Morgan has decided to get knocked cold at the Olympic Stadium instead of at Washington and Hoover.

A collection is being taken up to change Pedro Griffith's dollar bills and lend them to Pansy so that he can turn in.

Half back Davis is saving up for the football season.

When things look dark think of the extra man counting his change on change check day two days before pay day.

Married

At last the news is out. George Goehler of the Motor Coach Division was married March 10th, 1933 to Miss Eunice Maude and the happy couple all unknown to us ran off to Carmel for a honeymoon at that time. Congratulations.

* * *

GARAGE

Our new men in the Garage are A. W. Eshelby and E. J. Lavenberg. Carlton Smith is the newcomer at the wash rack. A. Eshelby was transferred to us from Division Four to replace Don Johnson who resigned from the Second Shift. E. Lavenberg comes from Division Three to fill out the crew during J. Summers' absence.

Jimmie has been granted a thirty day leave. He is going to rest and endeavor to trade some of the sulphuric acid fumes for some fresh air.

Wm. Penns' resignation to go to Arizona and dispose of some property there created the vacancy for C. Smith.

Wm. Moody has been transferred to the First Shift. Captain Oliver says this

was done to strengthen their Ball Club.

E. Sullivan and J. Jackson are opening the vacation season with a three day fishing trip to Bishop Creek. They are taking their wives along to cook the fish and will they be busy? Forty fish per day are guaranteed.

E. Graham quite often eats two breakfasts. It isn't known whether he is hungry or just likes to look at the new waitress.

Lee Bignall's popularity on the dance floor caused him to lay off a few days to have a callous removed from his foot. Dear Lee had an accident in his baby blue roadster.

Superintendent C. B. Lindsey has traded for a seven passenger Buick which sounds like a vacation trip might be planned. The larger car is to carry more eatts.

J. H. Jones was absent the other Monday but the newspapers reported for him. Buck and his brother, Assemblyman Wm. T. Jones, took off Sunday afternoon in Buck's plane from Las Vegas to come to Los Angeles. They ran into one of those real desert winds and fought it head on for over six hours, making only 120 miles. They went up 20,000 feet but could not find a hole through the storm. Turning around was certain destruction. The inevitable finally happened. They ran out of gas. Buck made a forced landing alright but the wind started off with their plane. The struggle ended with the plane jammed between two trees and the Jones brothers wearing a lot of adhesive tape in the Victorville Hospital.

E. Sullivan has added gas rollers to his inspection list.

Bob Coenen was served a finger bowl at Frank's Restaurant because his hands were so dirty. The new waitress put in soap so that he couldn't drink it and now he will not take her to the auto races.

Claud Simmons is taking up chess. He plays all night long some nights.

The sweetest little baby in the world is exactly four feet eight and one-half inches in height and L. Hume can tell you her age and weight.

F. Nolf, G. Riggs, W. Turner and J. Ridell ended the month with a fishing trip off Cabrillo Beach. Yes, they caught a nice sack of fish.

Yes sir, Tom Jeffries says that if you are sheik enough you can get your dinner brought in on a tray, napkin and everything.

* * *

Wedding

The bachelor's club at the 16th St. Garage has lost another of its unfaithful members. Wm. Wilson was married April 1st to Miss Doris May Dale of this city. The ceremony took place at the Grace Memorial Church, 78th and Figueroa Streets with quite a number of friends and relatives present. Bill and his bride have a splendid honeymoon trip planned for this summer at Yosemite and other points north. Bill gave us plenty of good cigars to smoke and, in appreciation and just to wish him good luck, the boys presented him with a nice set of silver. Mr. and Mrs. Wilson are very thankful for this gift.



Mechanical Divisions

F. F. ROBEY

DIVISION ONE

Married

W. H. Moore surprised us all by taking two weeks off to go back East to marry a young lady he has known for a long time. On the trip back to California they visited all the points of interest, coming through Illinois, Iowa, Nebraska, Wyoming, Utah, and Nevada. They will reside in a new home in Highland Park.

* * *

We want to welcome Al Foreman, our newest man here at Division One.

W. H. Jerney recently traded his Gardner on a 32 "Chevy," and right away he was promoted from Car Cleaner to Car Repairer.

Paul Brown and family and R. O. Martin and wife recently paid a visit to Boulder Dam and think it worth any one's effort to see.

Virgil Bell and J. E. Griffith spent their week end digging a well on Bell's ranch. They struck wet sand and are close to water. Next week tells.

Henry Lane and family paid a visit to the Mojave Desert during his time off last week.

H. W. Shenton has been transferred from Division One to the South Park Shops and is working in the Motor Repair Department.

DIVISION TWO

Wedding

Some time during the second week of April, Watchman H. B. Truitt, whom we have noticed gradually primping up but thought it due to the new job, stole a march on us and was united in marriage to Mrs. Callie C. Helwig and she promises to keep her eye on H. B. from now on. He has been a faithful employe and we wish them the best of luck.

* * *

Robert T. Slocum sure knows his gardening. He comes on the job early every day and spends his spare time beautifying the grounds and flower beds in Shop Park. Paint, lime and time make a wonderful difference. No wonder he can make a plant grow, everything dolled up around it.

There was a time when roses growing on the fence at Division Two just grew and were never picked, but Janitor M. Yamashiro thinks differently because he has a habit of seeing that the girls in the Store Room have a real bouquet quite frequently.

T. J. Mize was absent a few nights on account of an injured hand and he says that from now on the garden hoe can just stay dull.

DIVISION THREE

Carl Etzler and Jack Davis are new men added to our cleaning force. Glad to have you, boys.

Red Roman is sure a business man.

He sold his own place in South Los Angeles and bought a new home in Eagle Rock.

Charley Piper has been transferred from Division Three Days to the South Park Shops as Postman and handy man. Luck to you, Charley.

Eddie Lavenberg was transferred to the Garage as a mechanic. Do your stuff Eddie.

Joe Kincannon got tired of the roadster type and traded for a coupe. Yes, they were both "Chevys."

Chester Binkiewicz is moving back to the city. He can ride a street car now.

DIVISION FOUR

We are glad to report that E. Gaston is home from the hospital and doing nicely after his misfortune of losing two fingers of his left hand while in the act of changing a brake shoe on March 28th. We wish you a speedy recovery Ed.

A. Eshelby, car cleaner, has transferred to the Mechanical Department of the Sixteenth Street Garage.

R. V. Houts has returned to work after a week of absence with two fractured ribs caused by a fall in the pits.

E. Nolton, car cleaner days, has transferred to Division Four nights as car repairer.

B. E. Bremm, F. Anderson and J. L. Eddie have been added to the car cleaning crew of Four, days. We welcome you, fellows.

We extend our sympathy to George Smith on the recent death of his niece.

DIVISION FIVE

Ernie Shaw has a habit of keeping his hands and his money in the same pocket. He attended the big tent circus the other day and for some unknown cause withdrew his hand from his pocket and with it came four dollars that rolled into the sawdust and never were found.

Gail King, whose hobby is raising canaries, sure has some nice ones. He has them all sizes and ages, and real singers too.

"Ozark Jim" Boen, the "Hillbilly" from Arkansas, may not be very good at catching fish but he sure is handy at catching those high flies in left field for Division Five Mechanics.



Vernon Yard

H. I. SCHAUBERT

Frank Putnam's canary birds are very prolific. From two eggs one of his nesting birds hatched two canaries and one sparrow. Perhaps Bill Swearingen could explain this. He has had a great deal of experience with canaries.

Babe Gravino upheld the honor of his name by hitting a home run a couple of Sundays ago. Hit some more Babe, and you might even rate being called Bambino.

During his recent illness, from which he has fully recovered, A. Medina was relieved by Frank Duron.

Holly Simonson, Watchman, while

working on West Sixth Street near the park on a windy day, complained of sore eyes and was forced to lay off for a couple of days. Mike Finn and his gang were welding there at the time, so Holly's eyes MAY have been affected by the electric arc.

Ed Fleming almost raised a moustache. He had a swell one day start before his wife discovered it and changed his mind for him.

At the recent Association meeting held in Patriotic Hall, Bill Rankin reserved a section of seats for his intimate friends. Imagine his embarrassment when Bill Morgan called attention to the fact that only one of the friends showed up.

Bill Gaines has a wonderful story to tell of a recent hunting trip. Hope to have photographic confirmation of the tale for the next issue of Two Bells. Unless he comes across with the picture, don't believe a word he tells you.

Exil Zuber, Francis Hall and Clarence Zuber are now working nights in the downtown district.

Charlie McCallister left his duties as Night Supervisor to enjoy a little spring sunshine and supervise worktrain movements during the recent construction work on Ramona Boulevard.

Bill King also got a brief respite from night work while his welder was being repainted.

Our Ball Team has not quite struck its stride as yet, as the last score of 37 to 12, 'er sumpin, might indicate. But if, and when, we do get going, "Come up and see us some time."

Wanted

A bicycle suitable for a nine year old boy. Mrs. Dorothea Rankin, 16th Street Garage. Phone PROspect 1104.

For Sale

Full uniform, in good condition; about three months old; medium size. Will sell for about \$20.00. Also cap, size 7 1/4. See J. W. Lawrence of 2515 Illinois Avenue, South Gate, California. Phone Kimball 5388.

* * *

1928-9 Sport Model Durant Roadster; 6 wire wheels; good rubber, upholstery; rumble seat. All in good mechanical running order. New battery; 1934 plates. Price \$75.00 cash, or \$80.00 three months, or \$90.00 six months. Here is a good little four cylinder car for rapid transportation. Inquire 703 L. A. Railway Building, or 4546 East 5th Street.

* * *

120 Acres, 10 miles from Elgin, Oregon. Two springs and creek. Good wheat and apple land. About 80 acres can be farmed; balance pasture land. No rock excepting on creek. Cost over \$2,000. Will sell for \$800. All buildings except a house. Must sell to settle an estate. C. M. Long, Division One. Home address: 2339 1/2 E. 56th St., Huntington Park.