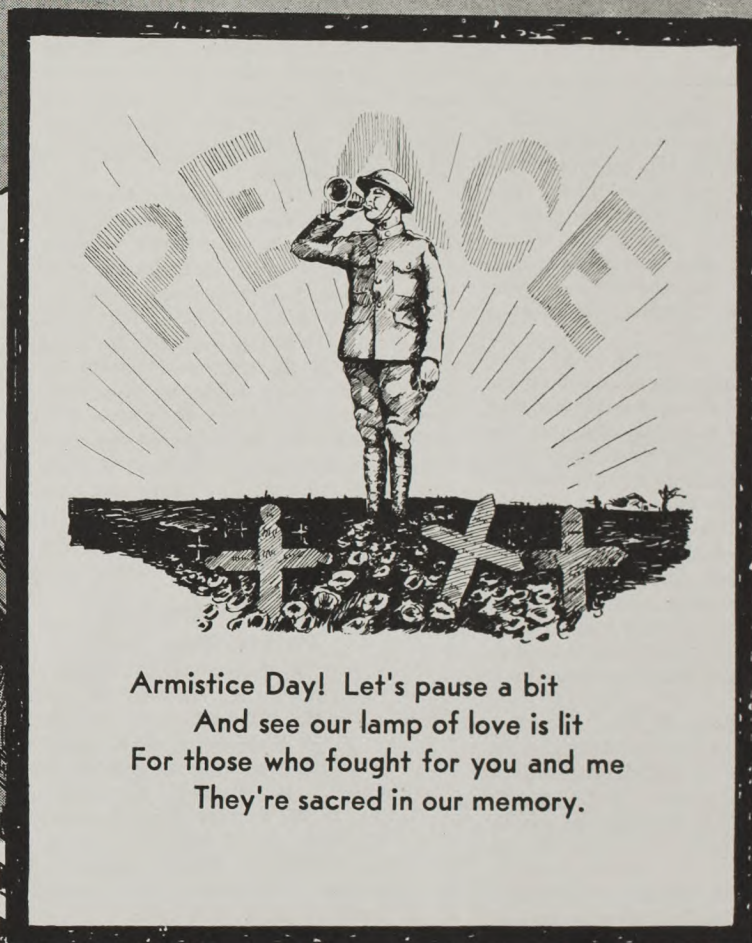
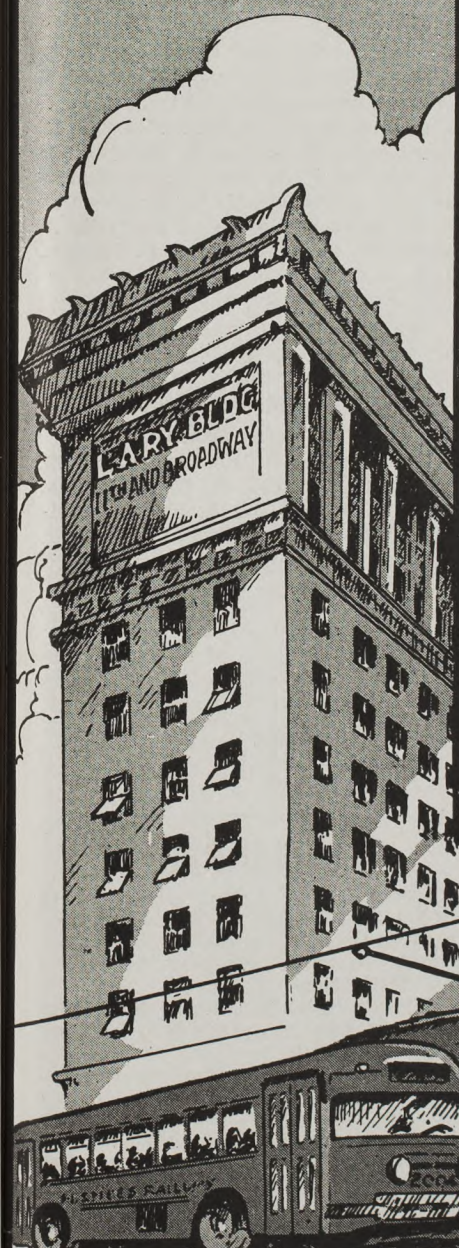


TWO BELLS



Armistice Day! Let's pause a bit
And see our lamp of love is lit
For those who fought for you and me
They're sacred in our memory.





Published Monthly for the Employes of the Los Angeles Railway

Volume Fifteen

November, Nineteen Thirty-four

Number Eleven

JANET C. McNEILL

Publicity Manager and Editor

Minute of Memory

Armistice Day activities of the Los Angeles Elks started at 11:00 A.M. on Armistice Day with the annual "Minute of Memory" ceremony, when tribute was paid to those men who died on the battle-fields of the great World War. Last year the tribute included James Shrader who served as Chairman of the Armistice Day Committee since its inception.

The "Minute of Memory" was marked by the cessation of all street cars, automobile and pedestrian traffic on the streets of Los Angeles, and the sounding of "Taps" by uniformed buglers at every important intersection of the city on the morning of November 12th at 11:00 to 11:01 o'clock. The aid of more than three hundred buglers representing the Spanish and World War Veterans, G. A. R. and R. O. T. C. bands, public and private schools and buglers from the Los Angeles Railway and other corporations was enlisted.

Frank L. Wilburn of the Claim Department was appointed Chairman of the "Minute of Memory" Committee by Exalted Ruler Euler. The Committee also included Richard H. Hilf, Joseph I. Finn, John J. Doyle, Harold Wm. Roberts, J. B. Peyton, Irving Ulmer, Dr. E. M. Brady, Judge Marshall F. McComb, Carl Ferguson and Judge Charles L. Bogue.

Track Work

The Department of Way and Structures reports the following jobs completed or in progress:

Curves at Third and Alvarado are being removed and curves of wider radius will be installed.

The Crossover on Grand Avenue between Eighth and Ninth Streets has been moved and a new crossover installed on Grand Avenue between Ninth and Tenth Streets.

Winners of First Contest

The first four months period of the 1934 Courtesy and Safety Contest series closed October 31st. The Los Angeles Railway Coach Division and the Los Angeles Motor Coach Company participated.

The contest was not between groups as in former series, but every man stood on his own record and was advanced or demoted in accordance with his individual performance.

And now the winners of this first contest are looking eagerly forward to the grand banquet and entertainment to be given them by the Management an invitation to which will include the wife, or if any of the men are not so fortunate as to have a wife, the lady friend. The date of this event had not been set as Two Bells goes to press, but will be announced by bulletin shortly.

The Winners

Division One

Motormen D. Rogers, B. B. Baker, B. B. Parvin, T. K. Batson, W. H. Obear, G. M. Katzenberger, H. F. Swabby, A. E. Holmberg, G. L. Stoddard, G. Y. Barlow; Conductors H. H. Markhage, J. H. Stanley, E. Urban, A. G. Rex, D. W. Tinsley, E. S. Wright, J. L. Williams, H. A. Hansen, W. R. Elliott, A. F. Miller; Safety Operators S. Ashworth, A. C. Beck, C. B. Crome, J. H. McClintock, I. R. Tilton.

Division Three

Motormen J. Corsen, W. Millican, J. W. Reynolds, W. M. Southers, E. M. Meyers, W. O. Watson, B. G. Belman, H. R. Miller, G. R. Chapman, A. E. Russell; Conductors A. C. Stover, C. E. Vassar, D. A. Kuykendall, I. E. Gott, J. H. Allen, O. G. Thompson, W. O. Butler, S. J. Riggs, G. R. Perdue, F. S. Leon.

Division Four

Motormen J. B. Woodland, C. F. Kirkland, C. E. Kelley, J. H. Meiers, W. Brotherton, L. E. Wall, J. R. Deenan, J. W. Hanchey, R. A. Knudson, J. M. Wayne; Conductors J. G. Newell,

H. S. Turner, W. E. Griffis, H. Buckman, W. A. Driggs, W. Sambus, A. B. Chambers, F. R. Howard, F. Shuster, W. D. Hanley.

Division Five

Motormen E. W. Lyon, F. Weseloh, W. S. VanNest, M. R. Chamblin, P. V. Mathews, W. G. Dugger, H. Gant, J. K. Adams, G. Jacobson, R. N. Bolding; Conductors F. W. Fox, C. F. Fitzgerald, W. A. Pilcher, G. L. Musselwhite, S. E. Merriweather, C. Fisher, A. A. Blaubach, H. W. Thagard, F. C. Ham, J. A. Bonty.

Coach Division

Operators H. M. Williams, B. Kirk, M. H. Jellum, E. L. Mullin, J. Lerner, W. S. Swanson, W. P. Eunson, A. L. Irwin, L. L. Bandle, L. E. Cook.

L. A. Motor Coach Co.

Operators B. B. Zimmerman, W. S. Miller, H. L. Reid, R. L. Drogmund, E. H. Wheeler, M. A. Tudor, A. L. Barth; Conductors L. Phillips, E. F. Thomas, J. S. Potts.

October Results

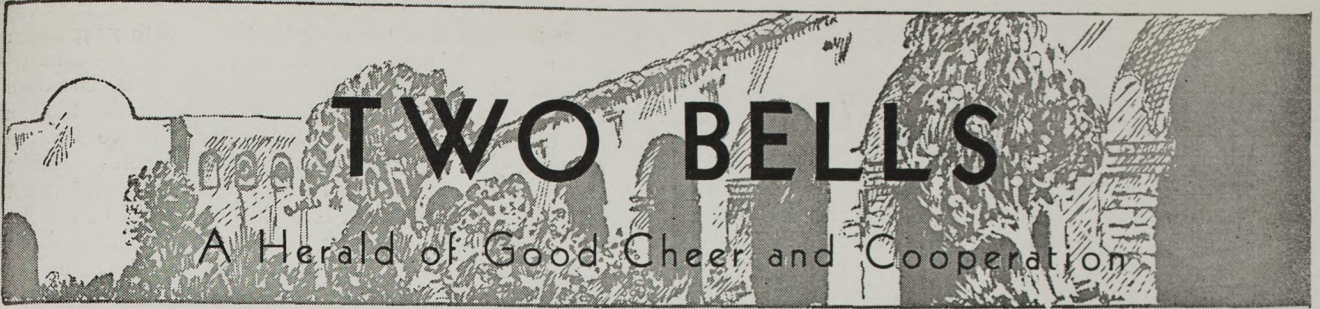
Division	Number Displaced	Number Displaced More Than Once	Number of Men Participating
1	187	89	504
3	51	10	404
4	56	5	474
5	107	24	490
Coach	80	17	208

Bob Hill Returns

Herewith our hearty greetings to Bob Hill, Manager of Transportation, upon his return from a cruise around South America. He says he had a wonderful time.

We are mighty glad to have him back on the job. And does he look 100% fit and is he rarin' to go! We will have to hump ourselves fellows, to keep up with him for he has brought back to his desk a lot of new ideas and a world of enthusiasm.

Mr. and Mrs. Hill left on September 17th on the Steamship Malolo which brought them back to the home port on November 10th.



Published Monthly for the Employees of the Los Angeles Railway

Insert

November, 1934

Insert

Reply of Management of Los Angeles Railway Corporation to the National Labor Relations Board

National Labor Relations Board,
Regional Office, 15th District,
202 Federal Building,
Los Angeles, California.

November 15th, 1934

IN THE MATTER OF A. A. OF S. & E. R. E. OF A. AND
LOS ANGELES RAILWAY CORPORATION, CASE NO. 158

Gentlemen:

We have given careful consideration to the decision and recommendations of your Board in the proceeding, entitled as above, instituted by Div. No. 997 of the Amalgamated Association of Street and Electric Railway Employees, charging that Los Angeles Railway Corporation has violated certain provisions of Section 7-a of the National Recovery Act and the Transit Code, particularly, first, that the company had refused to abide by the result of the election certified by your Board on January 8, 1934, and, second, that the company had refused to bargain with Division No. 997 as the sole bargaining agency for those eligible to vote in the election. Your decision and recommendation are based on these two specific charges. The others may therefore be disregarded in this answer to your Board.

As a matter of fact the two charges comprehend the one charge that our company failed to recognize the representatives of the Amalgamated Union as the sole representative of the employees eligible to vote at the election.

Your decision recites that "Counsel for the corporation admitted the truth of the first two complaints" (those mentioned above). The fact is, as your record of the case discloses, the corporation did not admit a violation of the true intent and meaning of the law, but a violation of the law as construed, erroneously as we believe, by the National Labor Relations Board. According to this construction Section 7-a means that in the event of an election the majority's chosen representatives shall be the sole bargaining agency to represent all the employees eligible to vote. The contrary opinion is that of General Johnson, Administrator, and Mr. Richberg, General Counsel of the National Recovery Administration, as follows: "Section 7-a affirms the right of employees to organize and bargain collectively through representatives of their own choosing; and such concerted activities can be lawfully carried out by

either majority or minority groups, organizing and selecting their representatives in such manner as they see fit * * * *."

The weight of authority and sound reasoning, as we are advised, supports the opinion of General Johnson and Mr. Richberg. The law as so construed our company is observing. The question at issue is one arising under a law of the United States and by the Constitution the judicial power to decide cases arising under federal statutes is vested in the Federal Courts. Therefore the difference of opinion as to the meaning of Section 7-a can be determined by no other tribunal. We are informed that the Department of Justice will soon start an action in the Federal Court, which action, when decided, will furnish a definite and authoritative interpretation of the provisions of the law under which the dispute has arisen.

In the meantime, however, the Los Angeles Railway Corporation is confronted with these facts: The employees of the company, in the exercise of their right to bargain collectively through representatives of their own choosing, created, in August of 1933, two organizations: One is a local division of the Amalgamated Association of Street and Electric Railway Employees of America, whose members include some of the motormen, conductors, bus drivers and substation operators employed by this corporation. The other is the Los Angeles Railway Employees Association, composed of employees of all departments. Each organization has chosen its own representatives to meet with the management for the purpose of collective bargaining. The Los Angeles Railway Corporation was advised that it was obligated by the provisions of the Code to recognize and meet with the representatives of both organizations. Immediately the corporation informed its employees that it would meet with them or their representatives in collective bargaining proceedings. Beginning in Oc-

tober of 1933, and continuously since then, the corporation has met with the representatives of both organizations for collective bargaining purposes. These proceedings have resulted in many changes and improvements in basic working conditions.

Under date of December 8th, 1933, we informed your Board that we were advised that the law obligated this corporation to deal with the representatives of both organizations and that such had been and would continue to be our policy and practice. Under date of October 5th, 1934, we again explained in detail our position and informed your Board of the necessity of maintaining that position until a court of competent jurisdiction definitely determined what are the employees' rights under the Code. Through these letters and by an investigation of charges preferred against this corporation, your Board has continuously known in complete detail what our attitude has been and how we have attempted to fulfill our obligations under the Code. After investigation your Board found that we had "conducted in good faith collective bargaining proceedings with all of (our) employees and granted a majority of requests made." We are assured from this finding that your Board believes that employee-employer relations are satisfactory and that our present machinery for collective bargaining is operating successfully.

We also recognize that as a fact-finding agency of the National Labor Relations Board your recommendations must conform to the policy and rulings of that Board. We have a sincere regard for any well considered opinion expressed by that Board. We are advised by our legal department, however, that the law and the executive orders creating that Board provide that its rulings and findings shall be binding only on the executive branch of the Government, and that it is fundamental that the power to interpret or construe any Congressional act lies exclusively in our Federal Courts.

If we accept your first recommendation and change our present satisfactory method of collective bargaining and recognize Division No. 997 as the sole representative for purposes of collective bargaining, of all trainmen, motor-coach operators, conductors and substation employees of the corporation and its subsidiary companies, we would voluntarily and without the consent of our employees, whose rights would be determined by this ruling, deprive those employees of those rights which they believe, and we are advised, they have vested in them by virtue of the provisions of our Code. This we cannot voluntarily do. When the proper tribunal hands down a decision interpreting those provisions of the Code, it is the opinion of our legal department that that decision will approve our present practice of collective bargaining and confirm the right of all groups of employees to bargain collectively through their own freely chosen representatives.

It is therefore necessary to inform you that we cannot agree to accept and comply with your first recommendation that we recognize the local division of the Amalgamated Association as the sole representative of all trainmen, motor-coach operators, conductors and substation operators employed by our corporation. We cannot consent to divest a large but undetermined number of this group of employees of a right which they believe and we are advised they have vested in them by virtue of the provisions of our Code.

Your second recommendation is that "In view of the threatened disruption of industrial peace, the company make such recognition within seven days from November 1st, 1934, and earnestly and sincerely bargain with a view to reach an agreement and thereby avert the threatened strike."

It is a fact that the complaint filed with your Board under date of September 27th, 1934, did contain a "threat" of a strike, worded as follows: "Division No. 997 * * * must inform the Los Angeles Regional Labor Board (that) Division No. 997 will not be responsible for such peace in the event the Los Angeles Railway Corporation continues to evade the laws governing collective bargaining as set forth in Section 7-a of the National Industrial Recovery Act". The "threat" is clear, definite and unambiguous. It is a threat to assume jurisdiction and authority which the law clearly vests in the National Recovery Administration and our Federal Courts. It is a threat to administer the law as they interpret it by means of a strike. It is a threat to take the law, its interpretation and administration in their own hands. Its only basis is an unwarranted impatience with the orderly procedure of the administrative and judicial processes set up to solve the many problems which have confronted the Government in its effort to establish economic readjustment.

We are certain that you realize that the "threat" to take the administration and interpretation of the law into their own hands is a wholly unwarranted gesture of impatience. This "threat" is not based upon, nor does it arise from, as your Board well knows, any real dissatisfaction with the present method by which the Los Angeles Railway Corporation conducts collective bargaining proceedings with its employees. The records of your Board will disclose that on April 5th, 23rd, May 1st, 7th, 14th, 28th, and on June 4th, your Board held hearings on several complaints filed by the Amalgamated Association. Chief among these was the charge that this Corporation had conducted a campaign of discrimination and coercion designed to evade its obligations under the collective bargaining provisions of the Code. Hundreds of affidavits and a mass of oral testimony were introduced at the hearings. Finally, on September 14th, 1934, only thirteen days before the complaint containing this "threat" was filed, your Board, composed of representatives of both Industry and Labor and headed by a neutral chairman, adopted a report which found that all these charges were groundless. This report is in your records. It is a complete and detailed study and analysis of all the evidence.

That report found that "the company conducted in good faith collective bargaining proceedings with all of its employees and granted a majority of the requests made." During those hearings, the report states, the representatives of the Amalgamated Association, in open hearing, admitted that "since the first of the year 1934 they (the Amalgamated Association) had absolutely no complaint to find with the company and its manner of dealing with their Association", and the report concludes by saying that the Board believes "that the management sincerely intended to comply with the provisions of Section 7-a (of the N.I.R.A.) * * * by conducting collective bargaining proceedings * * * and further that this intention was actually carried out * * * results proved it was." (Underscoring ours).

In view of these findings, we confidently assert that there is no real reason for the impatience expressed by the Amalgamated Association in their "threat" to take the "law", as they interpret it, in their own hands.

Let us briefly summarize our position: We have repeatedly stated that we would comply to the fullest extent with the provisions of the National Industrial Recovery Act and the Transit Code. We were advised that under the collective bargaining provisions of the Act and our Code, we were obligated to bargain with both majority and minority groups. That advice was

Emergency Experts -- Day Time



Day Supervisors, front row, left to right: F. Wescott, H. W. Bailey, Jesse Drayer, W. H. Snyder, Chief Supervisor; S. J. Beals, District Chief Supervisor; J. A. Craig, W. P. Perry. Second row, left to right: E. G. Gilmore, L. P. Bean, C. B. Polchow, M. C. McLemore, M. R. Ballard, C. E. Bates. F. LaRue and M. W. Ramsey, both day men, we are sorry to say were sick when the picture was taken.

Why A Supervisor

By W. H. SNYDER, Chief Supervisor

The duties of the Supervisors are to help the trainmen to keep the service as near on schedule time as possible both day and night by taking care of the delays caused by some kind of blockade over which we have no control, such as auto truck breaking down on the tracks, a fire with fire hose blocking the tracks, or anything that comes up where the trainman needs help to straighten out the line.

These men have all had plenty of experience in all kinds of delays and I will say they are always on the job and know what should be done in case the lines need attention. If a new trainman needs help, they are always willing to give him a lift and help him out at all times. A new motorman or conductor should not be afraid to ask the Supervisor for help if he is not quite sure of his time, or concerning anything that pertains to his work. They should get better acquainted with each other as it will make the work much easier for both trainman and Supervisor.

Foremen's Club

Having again gone through the months of July, August and September in which no meetings were held by the Los Angeles Foremen's Club, activities were resumed Tuesday evening, October 16th with a very interesting and instructive program, as usual.

After satisfying the inner man at Willard's Cafe on West Pico Boulevard, the party of members and their guests proceeded to Clover Field where guides were provided and a plant visit made through the Douglas Aircraft Company, Inc., where some became more air-minded and some less. But, be that as it may, we were given the low-down on the high-up equipment.

If present plans materialize the November meeting will be something in regard to the automotive industry. So mark the 20th now on your calendar because you have a date and you'll like it.

DOYLE RISHEL,

Member Foremen's Club Exec. Council.

More New Coaches

Delivery is expected in the latter part of November of eight new coaches for service in the Motor Coach Division. Two of these will be 41-passenger coaches, just like Type 22 equipment now operated on Beverly Boulevard. The other six, which will be Type 18, are 30-passenger coaches, with engines mounted in the rear, exit door forward of the rear wheels, equipped with double sensitive edge doors and rubber treadle, and in other respects quite similar to the Type 22 coaches.

Bowlers

By J. H. McCORNACK

The Bowling Team has been living up to an average of losing three points a series until Wednesday, October 24th. That evening Captain Ed Fleming said, "That's enough of this losing business" and started the game off by rolling seven consecutive strikes. His nervousness overtook him at that point but he came away with the prize money for the highest individual game. This lead won the series and puts the boys back in position to shoot at the big money.

Emergency Experts -- Night Time



Night Supervisors, front row, left to right: H. M. Farr, Relief Man; S. J. Whitelock, W. E. Maupin, Relief Man; H. E. Patten, J. W. Tuberdycck. Second row, left to right: T. C. Clarke, G. W. Hargreave, J. F. Carlin, E. J. Pecoud, H. S. Atchison, N. L. Goddard. Third row, left to right: H. A. Redmond, A. T. Harless, P. J. Bowsby, E. Tindall, A. H. Warren, District Chief Supervisor; Carl Gutknecht, Relief Man; W. E. Gillibrand.

The Holiday Hazzard

By JOHN C. COLLINS

Supt. Meter-Mileage Department

The September issue of Two Bells carried an article relative to the first two months of the Safety and Courtesy Contest showing the number of men displaced once, also the number displaced more than once, due to being involved in an accident.

The next contest should be interesting to watch to see if it is not the same men who are displaced, and whether or not the same men are displaced about the same number of times.

While the contest was on a number of men at each Division were interviewed relative to their past records, and were instructed in ways of improving.

During these interviews not one trainman mentioned the fact that a contest was in progress. The only way a record can be improved, or results attained, is by being interested in the game, and endeavoring to put into practice the principles of correct operation.

By the time you read this, the Instructors will have finished the work of classifying and reinstructing trainmen who have been drifting away from the system.

Of all the men who were contacted, there were but three cases called to our attention by Supervisors of men who, when asked what delayed them, claimed it was caused by following the instructions they had received. These men may have received these instructions but they evidently did not know how to apply them to operation. I am riding with each one of these men as opportunity presents to see how well they understand the application.

Every motorman and operator should realize that as the holiday season approaches the accident hazard increases, and that as more people travel street congestion becomes greater. Therefore, more power will be consumed. A down town delay increases the schedule speed of cars de-

layed, and requires more power to overcome the delay and meet the schedule. But, regardless of delays, loads or schedule speed, there is no need to waste power and no reason to abuse the equipment.

Judgment is needed in the application of correct operation just the same as judgment is required to meet any out of the ordinary condition. A rain causes water to flow over the track, deposits sand on the rails and into switch points, and has an effect upon the actions of people in the street. A heavy fog also cuts down visibility, imposing a responsibility upon us.

If every man recognizes these conditions he can handle each situation as it should be handled, ever remembering that you owe to your passengers the highest degree of care.

Narrow Escape

Scribe C. J. Knittle, of Division Four, and his wife were passengers in an automobile which was involved in an accident. Mr. Knittle suffered a broken nose and bruises but is getting along fine now.

Ammunition, Please!

By S. A. WOOD
Chief Claim Investigator

During the month of October, exclusive of the last day, our records reveal that we have fifty blind accidents that are alleged to have occurred on street cars and ten blind accidents that are alleged to have occurred on buses. This situation confronts the Claim Department in this same proportion nearly every month.

When one goes duck shooting, as I understand it, it is customary to take a gun and ammunition and when you have a claim presented that is blind, you are like a duck hunter, without any ammunition. Unquestionably, in some of these cases it would be impossible for the trainmen or bus operator to know anything about the accident. However, we do find after investigating and issuing bulletins regarding these blind accidents, some trainmen will admit that such an accident occurred at or near his car; that he didn't think the party was injured; that the party told the trainman there was no injury and that it was their (the passenger's) own fault. **Sometimes this is intentional on the part of the injured party in trying to make some kind of a defense against their claim.** Often these people have had experience before and know that it takes witnesses to defend lawsuits or claims.

If any accident, no matter how trivial, occurs on a street car or bus, a report should be made by the train crew or bus operator and every effort made to protect themselves, as well as the company, in order to combat the claim when it is presented. Some of these people are probably sincere when they say they are not hurt at the time, but when they arrive home and find some bruises, along with getting some free advice from neighbors, friends or relatives who have had some previous experience, they then decide the accident was not their fault after all and that they are really injured.

Blind accidents often cost the Railway Company, through the Claim Department, large sums of money and every effort should be made on the part of trainmen and bus operators to secure the names of witnesses; **no matter how trivial the accident, whether we are to blame or whether we are not to blame, and in that way give the Claim Department some ammunition with which to work.**

In connection with this article, the writer has been consulted many times in the past year by trainmen and bus operators who have witnessed accidents and made accident reports to this department and in many instances given their names to the

parties involved in the accident. A lawsuit later develops and our employe is served with a subpoena to appear in court and later has great difficulty in obtaining any remuneration for his time while attending court, although promises were made that the time would be taken care of. In the future if a subpoena is served upon you in any litigation where this Company is not involved, always demand your witness fees of \$2.50 in advance and failure to pay you this amount, releases you from attending court. **Please bear in mind that this pertains to only such cases where the Railway Company is not involved.**

Read'em and Weep

"This lady left front step of car at Los Angeles Street, and when she left car and foot was on ground I noticed her shoe heel hung on edge of step which made her fall. When she left step, I released the air to start car and when she fell I put on the air as car then was beginning to roll."

(There certainly was no "Watch your step, please" in this case.

* * *

"I was following behind this car at a safe distance, I thought, when it suddenly, without hand signal or warning, made a quick stop. I immediately applied brakes on coach and wheels locked and began bouncing off pavement and had little effect on stopping coach quickly. At time of impact was going about six or seven miles an hour. I did not think at the time the lady passenger in vehicle was injured as no glass was broken. She appeared to be frightened and remained in the car."

(In following traffic, operator should proceed at a rate of speed at which he can stop in emergency).

* * *

"We stopped at Pico and Vermont, southbound. There were about fifteen passengers to board car and when they were all on but about five, the motorman started car. I had not given him bells to go. This lady fell trying to get on car. I think motorman is honest in thinking he got the bells."

(Just another case of lapse of memory; however, rather expensive).

A Good Time Had By All

By GEO. E. FERGUSON

Well, Division Three did it again and liked it. That is, about seventy-five Los Angeles Railway trainmen, including their families and friends made another week-end trip to their favorite resort—Camp Seeley, the City Playground in the San Bernardino Mountains, October 13th and 14th.

A bit of sunshine, paired off with a brisk wind, greeted the arrival of this happy bunch and later, on Saturday evening, old Mother Nature gave us a sample of real back East weather by sending out fog, a cold wind and occasional rain flurries, but nothing could dampen the ardor of these fun-lovers. A roaring log fire in the huge fireplace in the Lodge tempered the coolness and wood fires in the cabins kept all comfy, and joy reigned unconfined. Sunday the fog continued in the upper reaches of the mountains surrounding the camp, but, undaunted, the various parties hiked to various points of interest or enjoyed less vigorous exercise by card playing, dancing, etc.

The prevailing spirit of friendliness is certainly enlarged by these occasional trips, and those in charge at the Camp and our city officials are to be congratulated for maintaining such a wonderful resort where those who are beginning to grow stale with the daily burdens of city existence can get out and relax and play in a locality where the air is pure, the scenery unsurpassed and last, but not least, where all can let out to the fullest extent any enthusiasm that is in their system.

Music for those who were dance-minded was furnished by our own Los Angeles Railway Orchestra, composed of L. L. Sweet, W. V. Sweet, "Red" Lowry, Raymond Sweet and Otis Gilmore. The last three mentioned are not employes, but, nevertheless, they are finished musicians who are on the job at all times helping put out a brand of rhythm that is indeed creditable to any organization.

Space forbids giving a list of those present, but everyone present was an honest-to-goodness fun lover who forgot for the time being the many worries of life, and they all have only one desire and that is to go again, and the quicker the better.

Does your wife get a chance
to see this magazine?
Take it home!

How They Are Getting Along

By R. A. PIERSON
Superintendent of Personnel

During the month of October, there were 18 employes confined to the California Hospital, which represents 119 hospital days. The cost of the hospital service was \$835.

L. Keenan, Watchman, Way and Structures, has been off for some time on account of rheumatism. However, he is now improving and will probably be back with us before long.

G. H. Burrough, Operator, Coach Division, is still on the sick list. His progress has been rather slow.

William S. Campbell, Motorman, Division Five, is on the sick list and, while he is able to be up and around, it will possibly be some time before he is able to resume his regular duty.

C. V. Stewart, Conductor, Division Five, has been on the sick list for a couple of months. He is still feeling rather badly, but hopes to be back on the job as soon as possible.

W. H. Dyson, Conductor, Division One, who has been sick since September 18th, is feeling much better, according to latest reports, and hopes to be back on the job in the near future.

E. E. Sanders, Conductor, Division One, who has been off since September 17th, is improving rapidly and will soon be back to work.

L. A. Lock, Car Repairer, Mechanical Division, is trying the climate at Sierra Madre and feels that he is improving, even though it seems very slow.

L. Scott, Motorman, Division Four, has been having trouble with his eyes recently. Latest report indicates that he is gradually improving.

A. J. Meadows, Car Repairer, Division Four Mechanical, is having to put up with a nice case of rheumatism at the present time, however, reports indicate that he is improving.

M. B. Stewart, Conductor, Division One, has certainly had quite a siege, as he has been on the sick list since August 23rd. M. B. feels very cheerful about it, but is very anxious to get back on the job.

A. J. Lange, Motorman, Division Four, is now improving and we hope to see A. J. on the front end of the car again soon.

T. L. Standish, Airbrake Repairer, Mechanical Department, is gradually improving, but it takes some time to get back to normal when one has been as ill as he has.

Frank Milano, Motorman, Division Three, has been sick since September 10th. The doctor wants to relieve him of his tonsils, but Frank is not sure about it yet.

Edna Emerson, Stenographer, Stores Department, has been sick since October 9th, but is beginning to improve and hopes to be back to work soon.

G. E. O'Bar, Conductor, Division One, who had the misfortune to sever the tendons in his left wrist, is slowly improving, but may be off several weeks more.

G. L. Riggs, Foreman's Clerk, Garage, was in to see us a few days ago and is getting along fine. He has worn a cast so long that there is a question as to whether he will know what to do with himself when he gets rid of it.

G. E. Campbell, Chief Draftsman, Engineering Department, has gone home from the hospital and is feeling a little better. His return to the office will be welcomed by all of us.

F. Ross, Sheet Metal Man, Mechanical Department, had the misfortune to break his arm recently, but is getting along as well as could be expected.

T. J. Trabue, Conductor, Division Five, is nursing a sprain-fracture of the ankle and will possibly be off duty for some time.

G. A. Waggoner, Night Car House Foreman, Mechanical Department, is confined to the California Hospital on account of a stroke.

M. A. Triboulet, Operator, Division Three, who broke his arm while playing baseball, is doing very nicely at the present time.

Frank LaRue, Supervisor, Transportation Department, is at the California Hospital recuperating from an operation for appendicitis.

S. E. Weeks, Motorman, Division Three, has been having trouble with rheumatism and had a dentist take out a few of the bad ones for him.

Important to Know

Recently, we have had a few cases where the employe had failed to correct his medical directory, and when he became ill, called a doctor who had been removed from the panel. When a doctor has been removed from the panel, the medical plan cannot be responsible for bills incurred when this doctor is called, which necessitates the payment of the bill by the employe. Please change your medical directory at the time notices are posted giving the changes.

When an employe reports on the sick list, it would assist the Division and the Personnel Department if he would state whether he has been injured on or off duty or is sick.

Some of the employes, who have se-

cured orders for examination of the eyes for glasses or for examination and cleaning of the teeth and X-rays, have the impression that they can have their eyes examined, secure the prescription for glasses and take it to another doctor, or secure the X-rays of their teeth and take them to another dentist for his use in extracting or repairing the teeth. This cannot be done, as it would be unfair to both the optometrist and the dentist. It is not compulsory that the employe secure the glasses from the panel optometrist or have his dental work done by the panel dentist, but neither can he expect to take the prescription for glasses to some other doctor or the X-rays of his teeth to some other dentist.

Regret to report the death of three employes during the month of October, and the death of the wives of two of our employes. Two of the employes who died were covered by the Group Life Insurance, but the other employe had not been in service a year. The employes whose wives died were members of the Wives' Death Benefit Fund.

During the month of October, there were 104 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

Monthly Meeting

The regular monthly Foremen's meeting of the Mechanical Department was held on October 13th, with Rex Guignard as Chairman.

The following members of the staff read papers or gave talks on some particular phase of the work under their immediate supervision: J. T. Watts, Foreman of the Car Wiring Section; John Cook, Foreman of the Air Department; A. L. Davis, Acting Mechanical Inspector and C. L. Hatch of the Mechanical Engineers' Office.

The guest speaker was Mr. Parkhill of the Butane Sales Company.

We had the pleasure of seeing, through the courtesy of the Ford Motor Company, two great moving pictures, "Ford And A Century of Progress" and "Rhapsody in Steel."

The first picture takes the audience not only through the mammoth Ford Exposition Building, but presents a complete panorama of the entire Fair Grounds.

The second picture depicts, with the aid of a symphony orchestra playing a specially composed score, the dreams of a workman in Ford's Rouge River Plant, after the day's task is completed.

The entire program was thoroughly enjoyed.

F. T. BURCHETT, *Acting Secretary.*

Square and Compass Doings

A lively meeting of the Club was held on Saturday, October 20, 1934, at the Rosslyn Hotel.

Eighty-five members were present and enjoyed a delightful evening to say nothing of the sumptuous dinner provided. The festivities were enlivened by community singing led by our genial master of ceremonies, Pierre White, assisted by his stooge and accordionist, Tony Aretta. It was discovered that the Club can boast of several good voices—and several otherwise.

The entertainment was followed by a short and snappy business meeting during which several important matters were discussed, the chief of them being the coming big event of the year, Ladies' Night, November 24th, and which, incidentally, will also celebrate our tenth anniversary. This is to be a gala affair and all members will receive full and detailed particulars by bulletin. In the meantime, please make no other arrangements for November 24th, and you are assured of enjoying one of the greatest and biggest events in the Club's history.

Also, do not forget the regular meeting on Saturday, November 17th, which will be held in addition to Ladies' Night. Your attendance is requested, as several important matters are to come up for discussion. Bulletin covering this will be mailed in due course.

COMPASS POINTS

We have received notice from the Rosslyn Hotel that several articles, including silverware, were missing after our last meeting. If Brothers Bean, Polchow, Fletcher, George and Bentley will return the articles found in their pockets upon arriving home, no questions will be asked by the "landlady".

Fred W. Mellentin found it necessary to miss his first meeting on account of the illness of his better three-quarters.

Lloyd Yeager, our ever-smiling Treasurer, was on deck as usual, having as his guest Ben Fulton, also of the Line Department.

Joe "Old Faithful" Steenrod ran true to form this time, leaving a sick bed. Glad to see you Joe, even without your tonsils.

Ed Fleming of Vernon Yard gave the fish at Anaheim Landing a break, and other anglers a chance, by deserting the beach for our meeting.

It has been proposed that we hold a beauty contest in the near future as two applications for entry blanks have already been received from Brothers

Howard McCornack of the Garage and Howard Jones of the Power Department.—Such conceit!

Alibi Elmer Wood (Late as usual) was requested to take his soup to the adjoining room, as he was interfering with the program.

A wonderful tenor voice has been discovered, that of Raymond B. Smith. He favored us with a solo entitled "Let Me Call You Sweetheart". The flesh was willing, but the voice was weak—so was the applause.

Three hot members of the Power Department favored us with their presence, namely, Brothers Booth, Cochran and Jones. Glad to see you—come often!

It was gratifying to note that there were present twenty-five charter members.

Johnny Miller, who at times acts as Bill Souther's guardian and guide, was much in evidence with some important suggestions. Johnny is a born orator.

It has been reported that bachelor Steen Parker has not been able to attend recent meetings due to his sudden interest in football. Why does he need two season tickets?

ATTENTION WIVES AND SWEET-HEARTS OF MEMBERS! Make it a point to see that your husband or your boy friend makes arrangements to take you to the Ladies' Night on November 24th.

An exceptional vaudeville show preceded by a turkey dinner—par excellence—has been arranged for. Do not allow "him" to talk you out of this for any reason, or you will certainly miss the treat of the Season!

JACK K. WILSON, *Director of Publicity.*

Coach Operators Receive Praise

I wish to express my appreciation for the splendid way the coach operators responded to a recent bulletin which had to do with their honoring weekly passes which were not good for transportation on account of the time limit having expired.

Recent checks showed a perfect record for all trip checks. Not a single expired pass was honored for transportation on those trips.

Keep up the good work. It is a money saver for our Company of which you and I are a part.

F. VAN VRANKEN, *Manager.*

A. B. Merrihew Passes

Another one of our well loved old timers has made his last trip.

Alden Burr Merrihew, Superintendent of the Los Angeles Railway Building, passed away suddenly at his home on October 13th after an illness of several weeks.

In his nearly 38 years' connection with the Company Mr. Merrihew made many friends, all of whom are saddened by his death.

Mr. Merrihew was born in Lincoln, Nebraska. He entered the service of this Company as a conductor at Division One on February 26, 1897; was appointed dispatcher April 2, 1902 and was appointed chief inspector in March, 1905. From August, 1908 to December, 1911 he was manager of the San Bernardino Valley Traction Company for H. E. Huntington. He was appointed assistant superintendent of the Los Angeles Railway in 1912 and was made superintendent of the Los Angeles Railway Building in 1921.

Services were held at the W. A. Brown funeral parlors with a simple eulogy delivered by Rev. Holland F. Burr, past president of the Oneonta Club. Interment was at the San Gabriel Cemetery.

Past presidents and the president of the Oneonta Club served as honorary pall-bearers. Active pall-bearers, all Company associates of more than a quarter of a century, were E. C. Williams, T. Y. Dickey, J. I. Finn, J. A. Bodley, R. A. Pierson and J. C. Collins.

Mr. Merrihew is survived by his wife, Mrs. Cora F. Merrihew, and his son John. To these bereaved ones the sincere sympathy of the many, many friends of Mr. Merrihew is extended.

Lauds Service During Storm

I wish to commend the men in the Way and Structures Department on their efforts to keep the street cars going during the heavy rains on October 17th which washed sand and dirt in the switches, making them immovable until cleaned out.

Particularly do I wish to commend Vito Nicassio, one of our switch cleaners, who happened to be at First and Broadway, but off duty at the time. He saw the condition and went out into the mud and water and cleaned the switches so the cars were soon moving again. Otherwise the cars would have been delayed until an emergency crew got on the job.

Such service is always appreciated by the Company and I am glad to have such men in this Department.

E. C. FLEMING,
Supervisor Way and Structures.



The Honor Roll Employes Association members and friends enjoying an evening of entertainment. In front row are the officers, including President C. M. McRoberts and wife, Vice-President W. E. Hancock, Secretary George A. Prichard and wife, and members of the Executive Committee. Scattered through the audience are many familiar faces.

Honor Association Entertains

The regular monthly meeting of the Honor Roll Employes was held at Division Four, on October 2nd, at which time the by-laws were changed so that hereafter H. R. E. will hold its meetings on the third Tuesday of each month, instead of the first Tuesday.

The next meeting will be on Tuesday, November 20th.

On Wednesday evening, October 3rd, the H. R. E. members met for an evening of sociability and entertainment. We had a fine time.

We are indebted to Dan Johnston and Phil Klingelsmith for arranging the entertainment. The first part of the program consisted of dancing, acrobatics furnished by the pupils of the Page School for Girls and a number of solos by John Avery and C. Newell Soule. After this part of the program we were entertained by the Yeagers, father and son, who gave us a wonderful exhibition of magic, and this entertainment was such as to deserve a whole evening of itself.

The H. R. E. greatly appreciated all the entertainment extended to them and gave a vote of thanks to each one personally.

GEORGE A. PRICHARD, *Secretary.*

The fellow who makes the early start doesn't have to run so hard to keep ahead of the procession.

Veterans of Foreign Wars Elect

Officers for the ensuing year were elected by Southwest Post No. 2828, Veterans of Foreign Wars at the meeting Wednesday, October 3rd. The following employes of the Los Angeles Railway were elected to offices:

R. R. McFall, Motorman, Division Four, Commander; E. M. Cavanaugh, Foreman in the Maintenance and Ways Department, Senior Vice-Commander; G. H. Stone, Motorman, Division Five, Junior Vice-Commander; C. G. Woelker, of the Line Department, Chaplain; C. W. Hannum, Conductor, Division Five, Officer of the Day; W. V. McCafferty, Conductor, Division Five, Sergeant-Major; R. A. Beauregard, Conductor, Division Four, Quartermaster-Sergeant; R. J. Gates, Motorman, Division Five, Color Guard and Delegate to County Council; Roy Gamble, Motorman, Division Four, Eighteen Months Trustee; Past Commander O. J. Moser, Foreman in the Line Department, Post Historian.

Past Commander Moser has also been elected Blanket Bum of the Angel City Military Order of Cooties, which is the fun organization of the Veterans of Foreign Wars. He was also appointed Department Deputy Inspector.

This Post has become one of the outstanding Posts of the Second District under Commander Moser's leadership and is destined to again be one of the outstanding Posts the coming

year.

Any Veteran eligible to membership can gain any desired information from the above named Comrades.

The Installation of Officers will be history by the time this issue of Two Bells is out, having been held on November 7th.

R. R. McFALL,
Senior Vice-Commander.

Playing Chess Again

The Chess Club resumed its meetings on Tuesday, October 30th after the summer vacation. There was a good attendance and a grand get-together. Lee Adkins is President this year with the same official staff as last year.

Walter Whiteside did not show up as usual and inquiry developed the fact that his wife would not allow him out. A Past President's night is being planned as the only way to get Leland Dye to attend.

A. W. Patsch of the Claim Department was the only new member initiated.

The Club meets in Room 309 in the Main Office Building on Tuesday evenings. New members will be most welcome.

Veterans and Ladies

The Hallowe'en Ball went over great and everyone had a wonderful time, and there was some crowd there too. "Doc" Harmon carried off first prize as an individual. He was dressed as a tramp and had his hound dog and all. Mr. and Mrs. Nelson won first prize as a couple. They were dressed as a bride and groom. The group prize went to Mr. and Mrs. Sam Deane, Mr. and Mrs. Len Barkley and their daughter Ruth, Mr. and Mrs. Nicolas and Miss Nicolas who were all dressed as black cats and made a great showing.

Every year this Annual Ball has shown improvement and more people attend, so next year when we announce the date you had better come out and have a real time with us.

Starting the Armistice Day celebration will be the church service at Philharmonic Auditorium, Sunday, November 11th, this service will be non-sectarian and will be held from 7:00 to 9:00 P.M.

The parade will be next on the program and I would like to have as many show up as possible. If there is any possible way that you can come out and be with us for about an hour, please do so. You will be informed by bulletin where the parade forms and what time to be there.

In the evening the Armistice Day Parade Committee is giving a dance at the Breakfast Club on Riverside Drive, and will have the Santa Barbara Biltmore Orchestra. Tickets are 25c. Wear your uniform if you have one, if not, your overseas cap.

There will be a meeting some time before Armistice Day for the purpose of going through a little foot drill and finishing up a few odds and ends of business.

Then the next regular meeting will be held in December for the purpose of electing officers for the year 1935.

H. F. NELSON, *Adjutant.*

Auxiliary

All members are requested to be with us on Armistice Day, Monday, November 12th and march in the parade which will be held at the Coliseum. Further information will be sent to you regarding the hour and the meeting place, or you may call President Deane, ALbany 2383.

The masquerade ball given by the Veteran's Club, and which opened the winter season, was a huge success. An exceptionally good crowd was present and the costumes were most attractive.

Ladies, mark up your date calendar for the 21st of November which is our

next meeting night. Let's all try to be present at this meeting. Remember there are but two meetings left in this year.

Last but not least of our offering, the ladies of our Auxiliary send Thanksgiving Greetings to all employes of the Los Angeles Railway and their families. It is our hope that this year has proved a bountiful one and that 1935 may be even more so.

ESTHER L. WILLIAMS, *Secretary.*

Bull's-eyes and Misses

Remember the Los Angeles Railway Rifle and Pistol Club holds its meeting on the second Thursday of each month in Room 309 at the Main Office at 8:00 P.M. Come up and see us some time.

Our main object at present is to find out who are the best pistol shots in the Club. Because the members have different days off duty we can not all be at the range at one time and the shooters have to keep their own scores. In this way we can determine the best and from them form a first and possibly a second team who will represent our Club in contests with other clubs. There are many organizations in Los Angeles who have pistol teams who are willing to shoot in contests.

We have on hand an issue of army rifles and ammunition and arrangements are being made with the War Department for the use of the range at Ft. MacArthur for practice. The War Department will supervise and certify scores for qualifications and forward them to the Director of Civilian Marksmanship, who will issue badges to those who qualify.

We now have two members from the Shops and two from the platform service. What's the matter boys? Shooting is a great sport and a good way to keep the old eye and hand in trim for that hunting expedition. Come out to the range some time and meet a fine lot of real sportsmen.

LESLIE F. SPARKS, *Secretary.*

Appreciations

For sympathy expressed and beautiful floral offerings received in their bereavement, letters of appreciation have been received from Mrs. Alden Burr Merrihew and son John; the Morrissey Family; Mrs. A. R. Phillips and Fern Preston.

After Thirteen Years



Yes siree, folks, that's a long time for a conscientious papa to be away from a loving daughter. It's Supervisor H. M. Farr, friends, and when the little girl, who is now Mrs. C. R. McClure, finally became impatient and grabbed a train back there in Kansas City, Missouri, for Los Angeles the suspense was ended.

Baseball

Division Three Baseball Team caused a big upset in the Los Angeles Major Baseball Association, Sunday, October 14th by defeating the Challenge Butter Team which is considered one of the best semi-pro teams in the city. The score was 4 to 2.

The outstanding player of the game was our pitcher, Mel Woodward, a regular Dizzy Dean, who struck out fourteen heavy-hitting Challenge Butter Baseball players. Mel also hit out a home run, scoring the two winning runs. All the boys played head-up baseball. There wasn't an error made. Our third baseman, Gardner, was in there so much as to snag a foul grounder, and he put it to first like a shot. Umpire Barkley again showed that he knew baseball by calling a runner out stealing home, for interference.

The last game of the season was played at Arden Ball Park with the Holly Blue Eagles, Sunday, October 28th, but this was written too early to report on that game. The team will now rest, getting ready for the coming Los Angeles Railway Baseball season. While in the Los Angeles Baseball Association we have won eight games and lost five, by close score.

B. E. JOHNSON, *Manager.*

BIRTHS

Conductor J. W. Epp of Division One is the happy father of a fine boy. His name is LeLand LeRoy and he arrived on September 26th.

* * *

On October 7th Conductor J. E. Adair, of Division One, was made happy on account of the arrival of a new son. The little fellow is named James Edward, Jr.

* * *

Motorman Harold E. (Red) Hutchison, of Division Five, is wearing a big smile, and is still passing out cigars. It's a boy, weighing seven pounds, and he is named Robert Nelson. Both mother and baby are doing fine. Congratulations Mr. and Mrs. Hutchison.

* * *

I. L. Jones of the 16th Street Garage came to work the 19th directly from the Jefferson Hospital to inform us that he was the father of a fine baby girl. Her name is Jaelyne Joy and she weighed seven pounds. We congratulate you Father and Mrs. Jones and thank you for the fine box of cigars.

* * *

L. M. Besenty of the Motor Coach Division brought Miss Thelma Lee to the Division to show us what a fine little girl she is. She was born September 29th and weighed six pounds and nine ounces and has already had her first lesson in railroading. Congratulations.

* * *

T. F. Richter of the Motor Coach Division became the father of a fine baby boy October 15th. He weighed eight pounds and four ounces and is going to be one of those men that people have to look up to as he is already 22 inches long. His name is Theodore Frank. Congratulations and many thanks for those fine cigars.

* * *

S. J. Petersen of the Motor Coach Division is also the proud father of a fine baby boy. John Charles was born October 27th and weighed seven pounds, ten and a quarter ounces. Mother and son are doing fine. Congratulations.

For Sale

Beautiful Roller Canaries in full song. Bluewhites, yellow and mottled, from white stock. Wonderful breeding stock, at a sacrifice. (Aquarium plants free). F. T. Burchett, 815 West Century Boulevard.

* * *

Four Norwick Canaries. Good singers. Mrs. T. G. Cumberland, 2828 Jeffries Avenue.

Scouts

On September 29th Troop 45 attended a Court of Honor at the John Adams Junior High School.

The Court was opened with a few yells and songs. Hazel M. Weir sang two songs which were very beautifully rendered. Troop 79 gave a few selections with their drum and bugle corps. The District Commissioners made some speeches after which an Indian Chief talked.

There were no First Class badges awarded. Ray Fife, Vanon Dyson, Bob Wilmott, Bob Stark, Earl James, Robert Tryon, Martin Hirigoyen, Pete Lokatos, Harold Levitz and Jack Holland received Merit badges. Earl James and Vanon Dyson received Star badges. Harold Levitz had the distinction of getting the highest award of Scouting, the Eagle Award, at this Court. Harold did not start as a charter member in our Troop, however, he is the Senior Patrol Leader and a very fine Scout.

The Troop number has been changed from Troop 45 to Troop 345. The cause of this was the combining of two Districts and the other Troop 45 was the oldest so we had to change.

On October 27th the Troop entered a field meet. Nine fellows entered and six got efficiency emblems. This is a comparatively good showing.

BOB BOWER, *Publicity Manager.*

Notice to All Employes

The wife of J. P. Fleming, Conductor, Division Three, died October 11, 1934. Mr. Fleming was paid \$532.75 under Wives' Death Benefit Fund Assessment No. P-75. Deduction was made on payroll ending October 31, 1934.

* * *

The wife of W. W. Taylor, Motorman, Division Three, died October 13, 1934. Mr. Taylor was paid \$532.50 under Wives' Death Benefit Fund Assessment No. P-76. Deduction was made on payroll ending October 31, 1934.

R. A. PIERSON,
Superintendent of Personnel.

For Sale

One 16 m.m. motion picture projector with equipment. Regular Keystone machine. Cost \$50.00; at less than half price. A fine Christmas present. Walt Powell, 1324 West 54th Street.

LARY LAFFS

It was a fine sunshiny morning and Pat had brought his shaving tools out on the porch.

Mrs. McGinnis looked over the fence: "Sure, Mrs. Murphy, does your old man shave on the outside?"

"And what's botherin' you?" asked Mrs. Murphy? "Did yez think he wuz fur lined?"

"Goin' away, Mike?"

"I am that!"

"Well, if it's the next train yere afther catchin' ye've missed it!"

"I tell ye," said Pat, "the ould fri'nds are the bist, afther all, and, phwat's more, I can prove it."

"How are you going to prove it?"

"Where will ye find a new friend that has shtood by ye as long as the ould ones have?"

Said Casey to Dooley: "Ye're a har-rd worruker, Dooley; how many hods of morther have yez carried up that ladder today?"

"Whilst, man!" said Dooley, "I'm foolin' the boss. I've carried the same hodful up an' down all day an' he thinks I'm worrkin'!"

Pat's wife was suing him for maintenance.

"We have decided," the jury foreman reported, "to allow your wife ten dollars a week."

"Why, that's very generous of you," said Pat. "I'll see if I can add a quarter or two now and then."

"Where were you born?"

"In a hospital."

"Honest? What was the matter with you?"

Patrolman O'Connell, a former hardware man, was famous for the brevity of his reports. He was recently sent out to investigate a fracas between a Japanese and a colored gentleman. This was his report—

"Bright steel—dead black—Japan finish."

"Bridget, it always seems to me that the unkindest mistresses get the best cooks."

"Ah, ma'am, go on wid your blarney."

And then there is the chap who claims his car has only one part that doesn't make a noise—the horn.

Resourceful motorist (to policeman who has stopped him): "Forty miles an hour? Do be reasonable, my good fellow! Why I'm just going to pay my income tax."

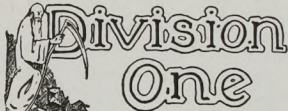
Nature hates to disappoint the man who is always looking for the worst to happen.

Journey's End

One of our old timers, Conductor Alfred Rust Phillips of Division Three, passed away at his post of duty on October 30, 1934 as he was preparing to pull his car out of the car barns. A native of Hamilton, Ohio, he was first employed by the company as a conductor at Division Three on August 21, 1903 until April 22, 1910. On April 18, 1918 he was reemployed as a motorman at the same Division and remained there until the end. He was a member of No. 319, F. & A. M. of Los Angeles. Mr. Phillips is survived by his wife. He was the uncle of Fern Preston of the Meter-Mileage Department.

* * *

Carleton Frederick Morrissey, Conductor at Division Four, passed away on October 22, 1934. He was a native of Altona, Iowa and was employed by the company as a conductor at Division Four on November 24, 1933. Mr. Morrissey is survived by his parents.



H. N. COLE

There is one thing a person just can't become accustomed to, according to Operator W. H. Stanley, and that is being held up at the point of a gun. Stanley has been forced to hand over his money four times within the past year and he says it was just as embarrassing the last time as it was the first.

There are some honest people left, says Conductor E. E. Feb. During his career as a conductor he has loaned a great many fares to passengers who had forgotten their purses, and he usually forgets it, and so does the passenger, but to his surprise, his latest experience has taught him that there is at least one who has a good memory. For his last investment netted him a big percentage. For one token invested, he received a quarter of a dollar and a letter of thanks.

This may be an old one, but as it was new to me, I will pass it on. Conductor Jack Williams tells of a passenger who wanted a certain street. Jack looked at through his guide book, and told him that there was no such street in the city. "I am in the wrong city then, let me off at the next stop."

Take the advice of Motorman A. B. Stewart, and don't tickle an eagle on the foot. His son, who is a Taxidermist, received an eagle to be mounted. A. B., in attempting to take him from the bag, let his hand come in contact with one of his claws, and there was still life enough in it to clamp down and let it's claw meet in three of his fingers. He had a very sore hand for a few days, but a prompt application of first aid effected a speedy healing.

"Believe it or not", "Strange as it may seem" and several other similar sayings

were emphasized the other day by Motorman Nate Robinson of the "J" Line. He doesn't expect his fellow motormen to believe it, but he actually made a round trip on the "J" Line and wasn't held up by a train.

Motorman John Williams offered to take two of the fellows home a few evenings ago, and when all three of us were seated in his V-six, he found that he had left his switch on all day and there wasn't a kick left in his battery, so, we thanked him all the same.

Motorman Henry Hansen looked at his watch through sleepy eyes and in consequence thereof, arrived at his Division just an hour too early. Every day since then, he has been taking a nap during his time off, trying to catch up with that lost hour of sleep.

Quiet has reigned around the Division for a couple of weeks. Conductor R. W. Larson had his tonsils removed and for several days after he came back on duty his throat was too sore to play his usual pranks on the boys. He is getting all right now and he will soon be the life of the party again.

Conductor R. M. Kelly has returned to his duties after being off a week nursing a sore back which he sustained while playing ball.

Conductor M. S. Thomas is back on the job after being confined to his home on account of illness for several weeks.

Conductor O. Arguello has returned to his duties after a long siege of illness. He is looking fine.

Motorman F. T. McGlendon was off duty for a week or two nursing a weak spot in his appendix. He expects to have to undergo an operation sooner or later.

Conductor P. E. Holt has been on sick leave for the past thirty days. He has now reported for duty and is back on the job once more.

Motorman G. E. Patterson is away on a trip to El Paso, Texas. He will be away for a month.

Motorman J. E. Kenny spent nine days on a trip by automobile, up north.

We wondered for several days why Motorman F. E. Simmons was walking around with his head so high, but it finally leaked out that he is a grandpa for the first time, and he is proud of it. It is an eight pound girl, and her name is Arlynny, daughter of Mrs. A. F. Engelbrecht. The date of her arrival was September 16th.

Motorman W. J. Hurley is on leave of absence for eighty days and is visiting relatives in Chicago and Maryland.

Motorman O. H. Burton is spending thirty days with relatives in Texas and New Mexico.

Motorman L. Burnett and his brother, Conductor C. D. Burnett, have returned from a sad trip to Williamsburg, Kentucky, where they were called on account of the serious illness of their mother, who passed away a few days after their arrival there.

Safety Operator H. A. Comwell is away on a thirty day vacation. No information as to how he is spending it. Perhaps deep sea fishing in the mountains.

Motorman W. O. Evans took fifteen days off during the month, maybe just to rest up.

Married

Conductor E. V. Athenous is doing a little high-hatting these days, and this is the reason. He and Mrs. Margaret Anna Hoeft were married on September 15, 1934. Another reason is, he has moved to Hollywood. Congratulations, and may he always be as happy as he seems at present.

* * *

An intercompany marriage was announced the other night. Alberta Rex, daughter of Conductor Albert A. Rex of Division One was united in marriage to W. H. Travers of Mechanical Division Three. The marriage took place at the Trinity Methodist Church at 12th and Flower Streets and was attended by the many friends in the company of both the groom and the father of the bride. Mr. Travers is the son of Bill Travers, long an employe of the company. The bride's father is Chaplain of the Square and Compass Club.



L. VOLNER

We notice Motorman Ray Gholson is back on the job after a several weeks vacation and we understand he failed to bring a "cook" back with him.

A month or so ago Conductor R. C. Timmons sold Supervisor Patton, night man on the "W" Line a fine "buck" rabbit, to improve his stock, as Mr. Timmons is supposed to have some of the best rabbits to be had. We are now told that the fine buck has turned out to be the mother of four fine babies. Patton reports that the mother and babies are doing nicely and he hopes to improve his stock very much in the near future.

Trainmen don't have to be on the cars to be robbed. Someone entered Motorman W. O. Watson's home and took his purse, pass and watch.

All the boys are glad to see Conductor Harry Beals around again after a trip to the eastern United States and also into Canada. As this was written, Mr. Beals had not returned to work but was taking more time off duty.

During our recent hard rain Conductor L. E. Thompson and Motorman F. Newell could not report for duty, as they live in the vicinity of La Crescenta, up where they had such a flood on New Year's Eve. This recent rain caused Newell to move down near the car barns.

It is with deep regret we announce the death of Mrs. J. P. Fleming — wife of one of our popular operators. Mrs. Fleming passed away October 11th Burial was in Forest Lawn.

On October 19th Motorman H. W. Livesay and family went by boat to San Francisco on their way to Berkeley to attend the big football game between the Bears and Bruins. Mr. Livesay just has to take in all these games, but he was in a bad shape for the game at the Coliseum between the Bruins and Montana. He had his new store teeth and had not had enough practice with same to keep them in place when he was do-

ing his part at a football game. It will be remembered his son "Pants" is the Captain of the Bruins.



The accompanying photograph is that of Miss Eleanor Magin, talented thirteen year old daughter of Mr. and Mrs. Geo. B. ("Bud" to you) Magin. This young lady of the K. K. K.'s, interpreted as the Klever Kelly Kiddies, for the past few years has been a very avid student of various dances, and her services are becoming much in demand. At a recent performance given at Franklin High, she demonstrated quite clearly her unusual talent in this line, and it is hardly necessary to state that her parents are very much pleased with her progress in this profession that she has chosen.

"Bud," as he is familiarly known to all in the vicinity of Division Three, has been employed for quite a number of years in the Mechanical Department.

Conductor J. J. Olexo is back to work after some time off duty on account of an injury while lowering a fender at the terminal of the "5" Line.

Mrs. Grace Taylor, wife of Motorman W. W. Taylor, passed away Saturday, October 12th at Mission Lodge Sanatorium, San Gabriel. Funeral was held at 2517 Pasadena Avenue with interment at Rosedale Cemetery. All the boys extend their deepest sympathy.

Motorman A. B. Parker and wife have gone on an auto trip. They are going down through Texas, Oklahoma and up to Joplin, Missouri where they expect to spend about eight days. They will find the scenery very beautiful in that section, for at this season of the year the foliage is just gorgeous.

Possibly on account of the advertising in a recent issue of Two Bells, Supervisor H. A. Redmond sold his home and has now moved to a nice, big, ten-room house in Highland Park. With all this room we expect Mr. Redmond to do much entertaining.

For some time Motorman B. F. "Charlie" Taylor was wearing quite a beard; a regular Uncle Sam style. Next we see him with quite a mustache, which greatly changed his appearance. At present he is smooth shaven, not knowing as yet just what style to grow his beard. Suggestions would be greatly appreciated.

In the write-up of Grant Clear's beautiful ensemble, which he was wearing during his vacation, Mr. Clear says we neglected to state where he was wearing those clothes. Our informer perhaps did

not know just where Mr. Clear was spending his time, hence the oversight. Mr. Clear says he was taking in the sights and other places on Central Avenue.

* * *

Wedding Anniversary

Flagman A. A. Middlecoff and wife celebrated their thirty-third wedding anniversary on the evening of October 19th at their home at 2633 Arvia Street. A sumptuous dinner was served, and all of the immediate family was present. We extend congratulations to this happy couple and our sincere desire is that they will live to enjoy at least thirty-three more events of this nature.

* * *

Clerk H. W. Gilmore managed by pushing, shoving and doing a lot of wrestling himself to get near enough to the ring in Wrigley Field recently where he saw "Man Mountain" Deane get the works from his adversary. Harry says if he only had a few days road work he believes that he could put this Deane feller out of commission himself.

The recent World Series attracted an unusual amount of interest at Division Three, and those who had followed St. Louis throughout the series of games are naturally crowing about what a good bunch of backers they are.

Conductor and Mrs. Pewitt report the marriage of their daughter Margaret to Mervin Ivy of this city. The marriage occurred on September 11th, and the happy couple are at home to their many friends at their home on Idell Street. We extend congratulations, long life and happiness to this young couple.

Helen Dorothy, eldest daughter of Mechanical Foreman E. C. Muse of this Division, was married Saturday, October 27th to Norman C. Farmer, an employe at Division One. The happy couple spent their honeymoon in San Diego. Division Three joins with their many friends in wishing them much happiness and prosperity.



C. J. KNITTLE

Motorman M. F. Kelsey is about to finish his third consecutive no-accident year. And Kelsey is on the main line. Some sort of "jilloppie" should be awarded a motorman or operator with such a record.

The death of Conductor C. F. Morrissey on Sunday, October 21st was a shock to his many trainmen friends at Division Four. Conductor Morrissey was only twenty-three years of age. He entered the platform service here in November, 1933. His record for the eleven months was excellent. In social activities, Morrissey distinguished himself as a Scoutmaster in the Boy Scouts of America, Troop No. 44.

The funeral was held Thursday, October 25th. A beautiful floral tribute expressed the sympathy of Division Four trainmen.

The Boy Scouts of America took

charge of the services.

Conductors W. L. McFarlin, R. F. Colvett, Motormen L. M. Moore, P. Winkelhorn, L. S. Hoxton and G. A. Gundelfinger were the pallbearers.

Conductor Morrissey is survived by his father, mother and two brothers.

* * *

Weddings

No Division news column is complete without a wedding announcement and this time Conductor J. W. Foore furnished the material for our nuptial paragraph by marrying Miss Anna Elanor Lacey.

Incidentally, several of the trainmen who formerly made up the Stove Pipe Committee have left the service and Boiler Room initiations for newly wedded trainmen are indefinitely abandoned. It is a pleasure, however, to greet Mr. and Mrs. Foore and say, "Congratulations".

* * *

A last minute report here informs us Conductor W. P. Bouse and Miss E. M. Lundgren were quietly married November 8th in Orange County. Our hearty best wishes are extended the happy couple.

* * *

If Diogenes was still walking the streets with his lantern in search of an honest man, he could stop looking right now. "Ernie" Havill, a local agent for the Western Union Telegraph Co., buys a Weekly Pass every week but only charges his company twenty-five cents for each one on his expense statement because he uses it to ride from his home to the office and back home in the evening.

Motorman N. C. Ervin returned from a fifteen day vacation October 22nd in which he made a hunting trip to Roseburg, Oregon and returned with two deer.

Motorman C. M. Christensen, who was struck by an auto and painfully injured September 26th when he stopped at Pico and Union to remove a stricken pedestrian from the opposite track, is improving satisfactorily at the California Hospital. X-rays, developed after he was discharged from the Receiving Hospital showed Christensen had sustained a frontal skull fracture. Our best wishes are for his rapid recovery.

It is a pleasure to find Motorman F. R. Baldwin back on the job after an absence of five months during which he underwent a major operation and later suffered a serious attack of pneumonia.

(Foreman B. B. Boyd just yelled "Ditter" through the office window. Ritter, Biddle and Ditter answered the call.)

Conductor Roy Chase, who suffered two fractures of his right leg when he was run down by a drunken truck driver while repairing a tire on his own auto on Mission Road about three months ago is reported to be recovering nicely. The cast has been removed and Roy is able to get out and around a little.

Conductor A. B. Chambers was granted ten days vacation October 27th.

It's pitiful, yet humorous, the little mistakes and misunderstandings of some people. An elderly gentleman stood waiting at Pico and Figueroa one evening recently and evidently wanted a south-bound "U" car. However, every time a "U" car came along the man would hurry

over to the safety zone, glance at the car and dash back to the curb.

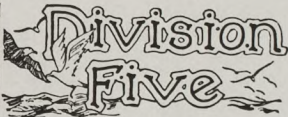
A trainman, off duty, observing this, stepped over and asked the bewildered man what car he was waiting for.

"Well, I'm headed for 62nd and Vermont and I was told to take a green 'U' car here but everyone that comes along is a yellow one."

Motorman R. R. Cartright says, "Life is just one embarrassing moment after another." One day recently Cartright decided to buy a new hat. And he did. Then he went to another store to pay a bill and was presented with a hat for sending in a new customer. So he took the "boughten" one back for a refund. Of course it was more or less embarrassing.

Armistice Day is here again. Among the many veterans of the World War now in platform service at Division Four is one, J. P. Miller, now a motorman. Motorman Miller's experiences overseas as a sergeant in the 7th Infantry, 3rd Division, are vividly described in a book which was written from his personal diary. In it he tells practically every personal observation and experience on the battlefields of France from the Battle of the Marne to the last battle of the Meuse-Argonne. Sergeant Miller is a holder of the Distinguished Service Cross.

Conductor T. R. Latham was granted a two weeks vacation October 18th.



FRED MASON

With the World's Series stowed away for another year we find John, the janitor, still smoking cigars, gained by his good judgment. And with the football season well under way, he's picking them too, and he's getting so good he can name the number of points. "Tex" Bourland used to be able to pick them, but he has to step on it now to even make the third string checker team.

When the crew of Motorman A. E. Johnson and Conductor H. E. Johnson have an accident and it is necessary to report same to the Dispatcher, it's just too bad. Conductor Johnson reported one a few nights ago and after giving all the necessary details, the Dispatcher, of

course, asked for his name. He replied "H. E. Johnson". He was then asked for his motorman's name, to which he replied "A. E. Johnson". "I want your motorman's name" said the Dispatcher. "A. E. Johnson" said the conductor. "No, no, no," said the Dispatcher, "Give me your motorman's name". "His name is Johnson" said Johnson, "His name's Johnson and my name's Johnson, we're both Johnson—Johnson and Johnson". "O.K. Yohnson" said the Dispatcher, "Go ahead".

The Los Angeles Railway Veterans' Club Hallowe'en Masquerade Ball was indeed a honey of a success. Harold Nelson, of Division Four, and his wife, were awarded first prize for the best costumed couple. Ralph Harmon and his dog took first prize for men, and Sam Deane and his black cats from Division Three, were a howling success and scratched their way to top place for group honors.

We were very glad to receive a visit from Motorman V. L. Myers, who was injured on duty two months ago. He is looking fine and expects to be back on the job shortly.

Conductor J. R. Moore, who took off six days to make a trip to Phoenix, Arizona, did not enjoy the trip at all. He contracted a very bad case of flu on the way and was confined to bed all of the time.

Motorman George Schultz and son, Melvin, are back from the one month's vacation, spent with friends and relatives in Glendale, Arizona.

It's years and years since Conductor A. J. Konecny saw the folks back in Halletsville, Texas, so he hopped off for sixty days and will be back around the end of November.

Motorman L. W. Schoffner did not meet with his usual success on his deer hunting trip to Yreka, but he reports an excellent time just the same.

October 14th marked the thirty-first anniversary with the company for Motorman M. R. Chamblin, he having entered the service in 1903. Congratulations M. R.

We are all glad to welcome Conductor Earl Sullivan back on the job after a forced lay off with an injured hand.

If this was December we would be able to give you something on Conductor Myron Taylor, but being as it's November we will have to hold it over. However, it will keep so watch for the next issue. It looks like something.

For speed and detection, our money rides on Conductor H. L. Carleton. One evening recently, while he was flagging a railroad crossing, a petty thief got into his money box and stole his passes. When told of the incident by a passenger, the speedy Carleton took after him. After a short chase he was overtaken, and the thief noticed something bright and shiny in Carleton's hand, and he started to holler "Don't shoot mister, don't shoot." Carleton didn't shoot, as it was his punch he had in his hand, and a police radio car happened along just at the same time, and took care of the thieving gentleman.

The boys of Division Five, and his many friends in the Main Offices, express their deepest sympathy to Conductor Floyd Monnier, of Division Five, in his recent bereavement, his mother having passed away on October 19th.



F. ARLEIGH FRAZIER

We find since Roy Perillard has been working with Blaize he smells like a lily—\$1.00 an ounce.

Yes, Roy Blaize was sent to the Paint Shop to try out as a painter but turpentine is a poor substitute for lily fragrance. He couldn't take it.

L. Spratt was transferred to the Paint Shop as a second class painter. He could take it.

John Mathews was in the rabbit business but now has sold all his rabbits and is starting in to raise goats. Is it that you are on a diet or haven't any teeth—eh? John.

Stanley Knowles and Elmer Green we hope will soon return from sick leave.

KGPL calling car No. 34. Hold up at the Manchester Theatre. Bandit heading south on Figueroa in a high powered car. Description of bandit—tall, brown hair, grey hat, brown eyes, white shirt, dark trousers, and a bright orange necktie. Look out, Mr. Davis. (This broadcast actually happened.)

R. L. Sloan returned from his vacation with the limit. One new Ford V-8.

Roy Casteel and Cliff Dennell are the Electrical Strippers in the Paint Shop.

A. Sundeen has just finished his short wave radio set and is able to get all the local stations.

H. Einer's niece is visiting him from Philadelphia. She is head nurse of a hospital there and Einer hasn't been sick a day since she has been here.

The Jones boys cornered most of the money on the World Series pools.

Geo. Yale picked the ninth inning on one of the pools and that day the game went to twelve innings, so George had to split the winnings, his part being \$20. Now he is studying about the ninth innings so he will be ready for the series next year.

W. A. Smith has returned to the Shops after a few months work at the Sub-stations.

L. Griffith says this is his busy month.

D. C. Rinehart had his head examined and the doctor removed a large bump. He can wear his hat now.

The man who invented the mouse trap has nothing on Geo. Hoffman. He wants to buy one-half of a six foot crosscut saw. He is inventing a hedge trimmer. The other half of the saw is for Bob Wallace who is inventing one with wheels on it.

Frank Ross visited a winery recently and climbed 15 feet to the top of a ladder to look in one of the vats. The view was so good that he forgot to come down the ladder before leaving the vat. He is now at home with a broken wrist.

Joe Crawford is working temporarily in the Tin Shop. Joe brought his little red service wagon along.

K. Graham transferred from Division Four and L. Graham from Division Five as painters.

Bradley said no rain in October, but how it rained! Bradley says the only difference between him and the weather man is the weather man gets paid for his mistakes and he doesn't.



This little striped down model is Horace Alonzo Taylor, fifteen months old, and his daddy is a motorman, H. Taylor, of Division Five.



ELECTRICAL



WALTER WHITESIDE

Now that election is over, one will be able to obtain some diversion when listening to the radio; and, as Thanksgiving is drawing near, it appears time for another write-up of personals for the Electrical Department. So here goes:—

LINE

Jim Whitehouse had a very enjoyable trip to Pittsburgh visiting with relatives. He states the old city's not what it used to be. Incidentally since Jim returned he couldn't get used to smoke not getting in his eyes, but it seems that he bumped into a concrete wall, skinning himself up, during a recent fog.

So Tony Reeves is having trouble driving the new car.

T. B. McEntire has suffered considerably with the flu, his latest being a relapse.

During the recent election campaign, Dick McDevitt was seen riding around town on a certain "Parade Wagon."

Just because the restaurant man feels sorry for F. W. Bumbaugh and buys rabbits from him is no reason why he should take advantage of said buyer and sell him a supply of cats.

We understand that E. C. Welsh has suffered quite severely with the flu and nearly contracted pneumonia.

What's the matter Harvey Zehner? Why the recent visit to a chiropractor at 74th and Broadway?

It has been suggested that Leonard Brown establish a residence on wheels. Might simplify matters, Leonard.

J. W. Jack was seen on Sunday, the 21st of October in the south end of Gardena hunting ducks in a farmer's back yard.

Sorry to hear that W. T. Smith had to lay off during the past month due to illness.

A certain employe of the Line Department found out that even if he does invite the boss to his house on the previous evening, and the boss stays half the night, he is expected to be on time the following morning. He also found out how to carry a book without losing it, or having it taken out of his pocket.

Reward

Miss Lander offers a reward of \$10.00 to anyone who will furnish her with information satisfying her thoughts that L. B. Yeager and Heinie Messner telegraphed the World Series teams just how many runs to make each day. Don't let it get you down, Miss Lander, I never win any pools either.

SUBSTATIONS

Francis Allie spent a very enjoyable and workable vacation on a friend's ranch in San Fernando Valley. He says never again does he care to thrash beans—it's too tiring.

Ira Booth sure is happy these days, the reason being that he recently was transferred back to operating, after spending several months working on the lawns.

Walter Drummond moved to Eagle Rock recently. He states the reason is for his daughter's health.

Walter Reece sure does deserve public recognition for the prize dahlias he has been growing at West Adams Substation. They sure are beauties.

I might add that James Rose is not far behind with his array of beauties at Melrose Substation. Congratulations to both of you boys for your interest in developing such large, cheerful flowers.

During the past month, No. 3 machine at Sentous has been overhauled, and is now back in service again.

Gilbert Sherrill must have had advance information on the servicing of No. 3 as he transferred from Plaza nights to Sentous nights.

But why did Frank Shelly transfer from Sentous to Ardmore nights? Probably he heard about the new roof at Ardmore, as winter is coming.

Herbert Winkler is now on the night shift at University. He probably anticipates an occasional game at the Coliseum, and still not be late for work.

Homer Lawrence is breaking in for relief duty, taking Howard Jones' place who has turned out to be an owl. Howard has the night shift at Plaza now.

So Bob Bass can't take it!

If any information is desired in the art of picking football teams, or drawing winning numbers out of a pool, see the boys of the Automatic Substations.

Sorry I did not get the information in time for the last issue, but Ira L. Hearne was somewhat hesitant when he was asked about his recent vacation. He stated he took a trip down the coast into Mexico and reported a very good time. (Wonder why he was reluctant in answering at first, or why he stuttered when he said "I"?)

We were very sorry to learn that on Friday afternoon, October 26th, while wiping off the blower at Inglewood Sub, Elmer Thorp met with an accident, injuring his hand. According to recent reports Elmer will be back on the job soon, as the accident was not serious.

ELECTRICAL CONSTRUCTION AND BONDING

Married

On the night of October 24th, Merle F. Smith took unto himself a bride, Miss Jean Elizabeth MacInnes, at the Wee Kirk o' the Heather. His brother, Dr. Gerald F. Smith was his best man, and a former Electrical Department employe, Carleton Stryker, acted as usher. The journey of their honeymoon was not learned but Merle, the members of the Electrical Department wish you and your bride all the happiness in the world, and may all your troubles be little ones.

* * *

Sorry to hear that Ralph Wright has been under the weather during the past month.

Ed Gregory has been seen going and coming from work dressed in his Sunday-go-to-meeting suit. Is there any reason for it Ed?

Wonder if Bill Boyd will win the new Chev?

Is Nels Lane in disguise or is he wearing the bifocals to enable him to throw a double curve?

During the recent heavy rains, George Agraneotis had to get his row boat out

of hock.

On October 10, H. H. "Pete" Peterson celebrated his 23rd anniversary working in the Electrical Department. Pete is Chief Clerk of the Electrical Department and head of the Bonding Department. Here's hoping you will be able to complete another 23 years in the Department Pete.



16th Street Coach

J. H. McCORNACK

Our Cash Receiver Si Slocum is back on the job after a wonderful visit and vacation. Owing to the drought back east California looks very good to him.

I. H. McDowell, H. J. Scott, J. M. Holman and J. C. Brewer returned from their hunt in the High Sierras with no deer. They did enjoy an entire change of climate as they ran into heavy snow.

D. Garner is the champion hunter of the year. He returned from his trip to Wyoming with three elk, one bear and a wolf.

R. T. Kelley tried to push an auto off the street when flagging a crossing but only succeeded in knocking most of the glass out of it. His injuries will keep him from work for three weeks.

L. Nowack and Al Brehm have hopes of a fine fishing trip in a millionaire friend's new boat. A new boat should attract more than one fish.

We wonder what G. Bouma is going to do now that Sweetheart Woodrow is going to work a single deck.

Tiny Rider will work a single deck if they furnish free sandwiches.

Don Farrell has the prettiest little four year old girl of the Division and brought her in to prove it. It is worth while to see this little actress give her impersonation of Mae West.

Have you met that stellar left fielder of our Soft Ball Club? His name is Brigham Young Spohn.

R. L. Woodrow wants to know how to make it from Fairfax to Vermont in ten minutes.

We understand that A. H. Mann is working 629 as regular operator on Sundays.

Things we can do without—McCurdy's orange tie.

R. M. Whitman put on an exhibition of how ski jumping should be done on a straw slide at San Pedro Sunday, the 29th. He has been using the straw slides to keep in practice this summer and will enter the ski jumping tournaments as soon as the winter resorts open.

Best Wishes to Our Friend Barstow

There are certain indications
Such as bits of conversations
Foretelling of a honeymoon ahead.
Tiring of his lone existence
He has broken her resistance
And the little girl has said that she will wed.

He is handsome, dashing, classy
She's an orange dispensing lassie
And we're pretty sure the two will get along.

And we hope their ship of romance
Sails its course free of mischance
'Til the wedding bells have sounded out

confirmed by the official pronouncement (quoted above in this letter) issued on February 4th, 1934, by General Johnson and Mr. Richberg that both majority and minority groups must be recognized. In our collective bargaining proceedings and in the observance of the rights of all our employees we have obeyed the law according to the interpretation placed upon it by the National Recovery Administration and our advisors.

We urge in the interest of industrial peace that the Amalgamated Union await the findings as to the company's financial condition in the pending case and hold in abeyance its claim of right to represent both

the majority and minority of the groups of employees who voted at the election until that right is established by the Courts.

Respectfully,

LOS ANGELES RAILWAY CORPORATION

S. M. Haskins
President

J. H. Harris
Vice-President and General Manager

**Reply of Management of
Los Angeles Railway Corporation
to the
Amalgamated Association of Street and Electric
Railway Employees of America, Division No. 997**

Amalgamated Association of Street and Electric
Railway Employees of America, Division No. 997,
724 San Fernando Building,
Los Angeles, California.

November 15, 1934.

ATTENTION J. J. MORGAN, FINANCIAL SECRETARY

Gentlemen:

On November 1, 1934, you submitted to the officers of the Los Angeles Railway Corporation a resolution adopted on October 24th, 1934, by your Local Division No. 997, together with an agreement which you state in your opinion "will establish and put into operation the proper and agreed relations in conformity with the Recovery Act." We have given careful study and consideration to the resolution and the proposed contract.

In the resolution you wrongfully accuse us of refusing to negotiate in collective bargaining proceedings, of coercing and intimidating your membership by discharging employees on trumped-up, trivial charges, and of otherwise evading the requirements of the National Industrial Recovery Act.

These accusations are not new, nor are they true. They are the same accusations made in a complaint which you filed before the Los Angeles Regional Labor Board. You well know that after exhaustive hearings, at which you produced all the evidence you had in support of your allegations, the Labor Board decided your charges were wholly unfounded.

The decision was handed down September 14th, of this year. It contains a complete and careful analysis of the evidence and declares the conclusions of the Board. Among other things the Board found:

(a) That no employee had been discharged by this corporation because of his Union affiliations, but that those who had been discharged had been discharged for good cause.

(b) That this company "conducted in good faith collective bargaining proceedings with all of its employees" and that "many request for changes in working conditions were granted."

(c) That the evidence shows that "thirteen requests were granted and only three denied;" that "seventeen requests were (made) for the adoption of practices which had long been observed by the company."

(d) That "representatives of the Amalgamated admitted that relations between the management and their Association had improved, (and) * * * that Mr. Fred A. Hoover, the International Representative of the Amalgamated Association, Mr. Morgan, the Financial Secretary, and other representatives made the statement that since the first of the year 1934, they have had absolutely no complaint to find with the company and its manner of dealing with their Association."

(e) That all the evidence discloses "that the management sincerely intended to comply with the provisions of Section 7-a * * * in conducting collective bargaining proceedings;" and that results proved that this intention was actually carried out.

The findings of the Board are a complete answer to the baseless charges made in your resolution.

The contract you have submitted to us provides, among other things, for a substantial increase in wages and certain regulations that would add materially to the company's expenses. The aggregate increase in operating costs would be in excess of \$1,500,000 per year. This figure is only an estimate, but we are assured that it is approximately correct. The financial condition of the company (which is a matter of public

record) does not permit at this time any increase in its operating expenses. A competent examination of the financial reports furnished to the California Railroad Commission would clearly demonstrate the truth of this assertion. Another means of ascertaining the financial facts is the case now pending brought by the City of Los Angeles against the company and seeking to compel the purchase of new equipment. The company as a defense has plead poverty. At the hearing, which will be public, all of the facts regarding the company's financial incapacity will doubtless be fully revealed.

You are aware that the company is not opposed to wage increases whenever it is able to make them. You will remember that decreased revenues during the depression (37% in 1933 as compared with 1929, or \$5,400,000 in money) compelled two cuts in the compensation of all officers and other employees. You will remember also that in October of 1933 a portion of the wage cut was voluntarily restored, and in May, 1934, the remainder, only, however, to trainmen, bus operators and conductors, not to other employees. At the present time the hourly wage scale of the platform group employees is the same as that of 1929-1930. While aggregate monthly earnings have in some cases been decreased due to shorter hours prescribed by the Code advocated by your Union, the total labor cost to the company is approximately equal to the 1929-1930 cost.

As soon as increased income permits, it is our intention to increase the compensation of all employees, first consideration to be given to those whose compensation has not yet been restored to the pre-depression scale. It should be borne in mind, in this connection, that the corporation is a public utility and therefore is unable to pass on to the consumer increased costs resulting from wage increases. This fact was recognized in the Transit Code approved by President Roosevelt in the following language:

"The Transit Industry generally is unable to pass on to the consumer increased costs resulting from its effort to carry out the purposes of the National Industrial Recovery Act, because (a) its rates are controlled by state regulatory authority or municipal franchise * * * ."

The Code also declares that "wage rates of transit labor have been reduced less than in most other industries, having been decreased an average of less than ten percent from the peak levels of 1929-1930." It is a fact that since the wage scale of trainmen, bus operators and conductors has been restored to this peak level, the net income of the company has decreased.

Regardless of the impossibility of fulfillment on the part of the company, as we have pointed out, there is another reason why it would be unwise at this time to sign the agreement which your organization has presented. As you know, a large number of our employees, in the exercise of their rights to bargain collectively, have organized the Los Angeles Railway Employees Association. We have been conducting collective bargaining proceedings with the representatives of that organization, as well as the representatives of your Union. We have been advised (regardless of the opposing opinion of the National Labor Relations Board) that it would be a violation of our obligations to employees under the law and the Code if we failed to deal with either organization. That advice we have followed and must continue to follow. It is in conformity with the authoritative pronouncement of the meaning and intent of the law made by General Johnson, Administrator, and Mr. Richberg, General Counsel, of the National Recovery Administration. If the Federal Court—the only tribunal empowered by the Constitution of the United States to construe and interpret the law in the event of a dispute as to its meaning—should determine that our advice is erroneous, we will obey the mandate of the Court.

If any other form of an agreement than that which now exists between this corporation and its employees is ever entered into, we must, in justice to all of our employees, take into consideration the rights and privileges granted to all of them under the law.

We must advise you, therefore, that we cannot agree to sign the contract which you presented to us because we would be unable to fulfill the financial commitments it would impose, and also that in our judgment it would be unwise to enter into any written agreement until the disputed question as to whom your organization represents is determined.

Yours very truly,

LOS ANGELES RAILWAY CORPORATION

S. M. Haskins
President

A. J. Harris
Vice-President and General Manager

their song.

What's the use of being lonely
Bachelorhood is all baloney
You'll agree with me when once the knot
is tied.

Friend Barstow, we salute you
We are sure that she will suit you
As you travel down life's roadway side
by side.

May the ships that you set sailing
Travel onward neverfailing
Across the sea of love's undying fires
May the winds be in your favor
May the tides cause not a quaver
May you safely reach the port of your
desires.

Wedding

C. E. Studer of the Motor Coach Division and Miss Velma Kemmey of this city stole a march on their many friends and were married in Santa Ana October 6th. A honeymoon trip is planned during the holidays. We congratulate the happy couple.

GARAGE

We have six new faces at the Garage. Frank Blocher of Division One and E. Webb of Division Five Mechanical have been transferred to us and are replacing G. Riggs and H. Pauchert on the First Shift. G. Maurer and L. Van Slyke are the new men on the Third Shift. At the wash we have Arthur Davis and J. Brown from South Park. George Riggs says that his arm feels like it was healing now and he expected to be back around November 1st. H. Pauchert is helping out in the Store Room. Marvin Davis has been temporarily transferred to the Third Shift.

A snappy party in a snappy Yellow Coach arose at four A.M. and left in their football special for the big game at Palo Alto. The lucky ones to get to make the trip were Mr. and Mrs. Wilson Turner, Mr. and Mrs. Wm. Wilson, Mr. and Mrs. John Marvel, Mr. and Mrs. Floyd Nolf, Mr. and Mrs. Frank Claudino, Mr. and Mrs. Frank Ralphs, Steen Parker, Mrs. Dorothea Rankin, Donald McDonald and Miss Ida Mari McInturff. They couldn't help but have a good time.

The doctor's orders are that Miss Emerson is not to return to work until the first of the year.

Wesley Nolf was on the sick list for a week with a very painful attack of rheumatism.

It seems that N. Winston was the victim of mistaken identity. On leaving a beer parlor he thought that someone touched him on the back but later found that he had been slashed with a knife and that twelve stitches were necessary to put him back together. The wound is not serious but will lay him up for a few days.

Dean Ovard claims that airlines will collect water and proves it by opening the valve with the hose pointed in his direction.

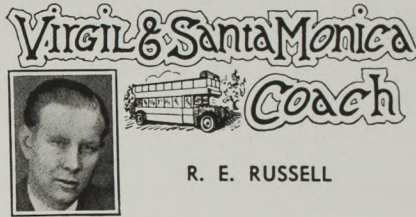
E. Peteway protests that it doesn't do him a bit of good to explain how U.S.C. could have won their Eastern game.

R. W. Taylor was in for a short visit. The west end of the Garage was entirely empty for one week when Bill Baker was on the sick list with a bad cold.

Some people get all the breaks. Dean Ovard was out of town for a whole week

with a group of ladies.

Two Bells promises heart throbs for the ladies. After months of negotiations the press scoop of the year seems possible. His modesty, Lee Bignall, the boy with the personality plus, has promised us the loan of his picture. Shades of Casanova!



R. E. RUSSELL

With an attendance of about sixty, the class in Highway Transportation got under way October 1st at the Pacific Electric Club and regular two hour sessions are held every Monday night at 7:30 and Wednesday morning at 11:00. The course is very complete with the following subjects being covered:

- History of Transportation
- Laying out lines
- Equipment assignments
- Schedule making
- Traffic
- Safety and Claims
- Accounting
- Fares
- Tickets and transfers
- Mechanical Department problems
- Supervisors duties.

Some of the boys developed headaches over the equipment assignments and schedule making but the use of a little aspirin relieved the strain and they have fully recovered.

The class is taught jointly by Mr. Patton and Mr. Canning, but some of the subjects will be covered by men engaged in a specialized type of work. You fellows who passed this up are missing a chance to find out what makes the wheels go round.

By the way. Anyone who has not visited the Club rooms should do so. They are as nice as any club in Los Angeles. Go down and look it over. If you don't belong, you will surely want to after you see it.

After spending a few days at the camp at Arrowhead, Rex Moyer asked to have his run pull out of there. Better and cheaper than living in the city according to him.

The Ace Drug Store reports an increase in the sale of horse (donkey) liniment. Reason—The recent donkey baseball game between the Operators and Mechanical Department. Led by Dave Canning, the Operators finally won by one run and a hundred falls, but it remained for "Tex" Taylor to show the boys how to ride. This was accomplished by mounting at the stern instead of the bow and the moral is that a donkey's tail makes a better handle than his ears. Strawberry and Dynamite object to ear twisting or biting with disastrous results for the would-be rider. Long legs being an asset to the rider in this game, we nominate Hank Thompson for a position on the team. He ought to make a "Wow". Baker showed up with a pair of 10 inch spurs but after spurring himself a couple of times abandoned the idea. Anyway, it was a lot of fun for the spectators who

cheered lustily, particularly when a player did a swan dive plus a couple of grunts, and all except the players got their two bits worth of fun.

F. A. Belcher purchased a home out in San Fernando Valley in the same tract in which Bammerlin and Terry bought. The climate must agree with motor coach operators. Congratulations fellows on your ambition to get ahead. That is the best start one can make.

There seems to be quite an epidemic of card playing lately. To date there have a few very serious cases. The Police Department is tough on the small games and is giving free transportation and lodging to the participants. Watch out, you may be next.

Methe took a short leave and is out in the desert prospecting. We will know the results by the time the next issue comes out.

Who is the great big beautiful he-man on Vine Street that is always trying to look tough? His passengers think he is very sweet.

In case some of you fellows don't know, there is no open season on P. E. cars. The fine is high so be careful.

Duck season is open now and Red Borden is rarin' to go. Anyone that likes duck hunting get in touch with Red.

MECHANICAL DEPARTMENT

The following are news flashes from the 54th Street Garage. The master mind at the Virgil switchboard around 6:00 P.M. has a new way to give service to Western Avenue coaches. It seems that a coach left Hollywood, southbound, and a mechanic was ordered out of 54th northbound to meet him. He did meet him at 10th and Western and tightened a water pump.

One of our mechanics changed a fan belt too fast. The judge said \$4.00 or one day. Dodge No. 3 is always good in a "pinch".

Prospector Clink returned a week short of his leave due to the load of ore he hauled home. Imagine \$25.00 a day from dirt from a grass valley! Just imagine! How about some more dirt George?

Tretow's annual deer hunt has resulted in the following: one scare, one miss and one no see. He thinks it best to hunt the two-legged variety.

Nelson is contemplating a trip to Milwaukee to find out why Schlitz Beer comes in iron barrels.

Tretow is going up in the air, over a wedding anniversary. He is taking his wife on a plane trip to a friend's ranch in the mountains, "if" he can trade a Buick for a fast plane. If not—well? ? So much for 54th Street.

It is rumored—

"Rainbow" Wormer went into a Highland fling last week when a Hollywood soprano with a cauliflower ear tried to cop a pinch from his leg. How about it "Rainbow?"

There is a great mystery so far unsolved at Virgil Garage. The mystery is who brought the beer to the Elks Club Saturday night, October 13th. A clue to work on is that someone said it was an Indian treat. Find the Indian.

Who was the Scotchman that gave an exhibition dance at the aforesaid Elks Club? We must know. Maybe it was a Scotch Indian, who knows?



Mechanical Divisions

F. F. ROBEY

DIVISION ONE

G. A. Waggoner, Assistant Foreman, is ill in the California Hospital suffering from a stroke. We are hoping he soon recovers and is able to be with us again.

E. F. Skinner escaped with only a cut on his leg when his car was forced off the road and turned over.

L. A. McDonald traded his 1931 Chevrolet coupe for a new model coupe of the same make.

William Slade has been transferred from Division Three to Division One Nights as Foreman Car Cleaner.

DIVISION TWO

W. R. Cavett, during the week-end of October 20th and 21st, went with the Shriners to Boulder Dam and had a chance to see how the work was progressing and was able to see the construction of every unit, because they were the guests of the Six Companys.

J. L. Sherrill had to lose a few days last month to have his tonsils removed, but is back on the job and says he is going to get fat when he gets old, with nothing to do but raise avocados to live on.

Watchman Will Matthews has been absent the past two weeks on account of sickness but we hear he is getting along nicely and expects to return soon.

Also Watchman Elmer Green and George McCay lost a few days last month on account of sickness but are expected back soon.

Inspector R. E. Jones our football fan is glad the games are played on his day off (Saturday).

R. P. Sherrill is all smiles now since there has been a new addition to their home—no you are wrong—it is a new Keefe and Merritt latest gas cooking range.

DIVISION THREE

Jean Fletcher has been transferred to Eleventh and Broadway as elevator operator. Good luck Jean. The ups and downs are yours.

* * *

Married

W. H. Travers was married to Virginia A. Rex on October 21st at the Trinity Methodist Church. We all wish them luck and a long life of happiness.

* * *

George Atkin's brother-in-law passed away suddenly, while playing golf. Division Three extends its sympathy.

Sam Rossneck appears on the verge of matrimony. How about it Sam?

Now that Al Hamburg's wife's folks have returned to Kansas, Al is getting back to normal after showing them Los Angeles.

Louis Boyer has entered the goat business and says it's not a ba-a-ad.

C. W. Merrill, our Day Watchman, was called to Oakland on account of the death of his sister. He has the sympathy of Division Three.

DIVISION FOUR

Married

Secrets will out, and this time it's on Jim Ross, Jr. By the time this goes to press, Jim will have been married three weeks. We offer our congratulations and wish Jim and the new Mrs. Ross lots of good luck.

* * *

William Veal, who has been on the sick list for several weeks, is back on the job feeling much better. We are glad to have you back, Bill.

We extend our sympathy to Joe Campbell on the recent death of his father-in-law.

Also to George Smith on the death of his nephew.

We welcome R. I. Comport, Night Car Cleaner and wish him success in his work.

DIVISION FIVE

Another equipment failure, only made one round trip and had just been overhauled. Sure you guessed it—(Litz's De Soto). Something went haywire in the rear end. Lt's been rumored that one of the gears was left out.

We extend the usual "Howdy boys and glad to have you with us" to Fred Delight and Steve Schmidt the two new men in our gang.

Frank Shapos says that a canary bird sure can't stand very many hard knocks. Frank went to catch his, which was loose in the room, by clamping his legs together like you would on a sack of meal. Poor bird. Burial services were in Frank's back yard.

Bill Elmblad came to work the other night carrying a bundle. When asked what it contained, by a certain snooty day man, he replied that it was a clean pair of overalls and that he had taken his dirty ones home the night before. But was his face red when he opened the package, for instead of overalls he had his pajamas.

L. W. Ferguson, the last on the vacation list, has returned from seeing America through a cloud of dust. He traveled 5600 miles on 180 gallons of gasoline. Spent one week with his mother in Mendota, Illinois, one week at the Fair in Chicago and the other six days on the road.



H. I. SCHAUBERT

"Mac" Cavanaugh claims to be an American patriot. He took a late vacation in order that he might attend the Veteran's of Foreign War Convention in Louisville, Kentucky. Later he journeyed to St. Louis and during his stay there the World's Series ball games were played. "Mac" did not attend. Rumor has it that the war has been over so long that "Mac" was out of practice and the Convention proved rather expensive, otherwise a dyed-in-the-wool fan like him could never have passed up a World's Series.

Bill Lane, of the Electrical Department is a provident man, but he decided he had one too many dependents after spending eighteen cents for milk on the warehouse cat. Said cat is now mysteriously missing. Apologies to Walter Whiteside.

Bill Morgan received many expressions of consideration following his narrow escape from serious injury when a huge road-roller, which had become unmanageable, nearly crushed the car in which he was sitting.

Frank South's boy was seriously injured when a truck on which he was riding threw him to the pavement while rounding a corner.

Art Ewing has purchased a new home with a basement. Either he is becoming very considerate for his wife or else he expects the Eighteenth Amendment to be revived.

Art Zillig has purchased a new car. He claims that his twenty gallon tank is quite large enough to get him from one gas station to another provided they are not too far apart. Little man you'll have to have many busy days to keep that big machine running.

John Grant, our most amiable Watch-



Two Doughty Hunters and Their Victims. Left to right, Jack Baldwin, Several Mr. Jack Rabbits and Bill Bramlett.

man, has run afoul of the law. The other night a big bad man with a big shiny badge insisted on driving through an excavation which John was guarding. He did not get through, but he did make many uncomplimentary remarks to John.

John Harris, of the Engineering Department, has a new radio. He can now get his broadcast of the Corn Cob Pipe Club direct from 'Ole Virginny, provided the National hook-up should fail him.

Bill King and his welders, owe their narrow escape from death or serious injury, when the alertness of Charlie Shelton warned them of approaching danger in time for them to jump from the path of an automobile driven by an intoxicated man. This car was driven through a barricade of red lanterns and continued on its way without slackening speed.

Carle Heffington received a broken finger while working the other night. He appeared quite irked when the doctor refused to place splints on the finger as proof of the injury. Sort of a badge of disability, 'er something.