

# TWO BELLS



## The Holy Night

Only a stall in a stable bare  
On a starlit night—  
But the Lord was there.



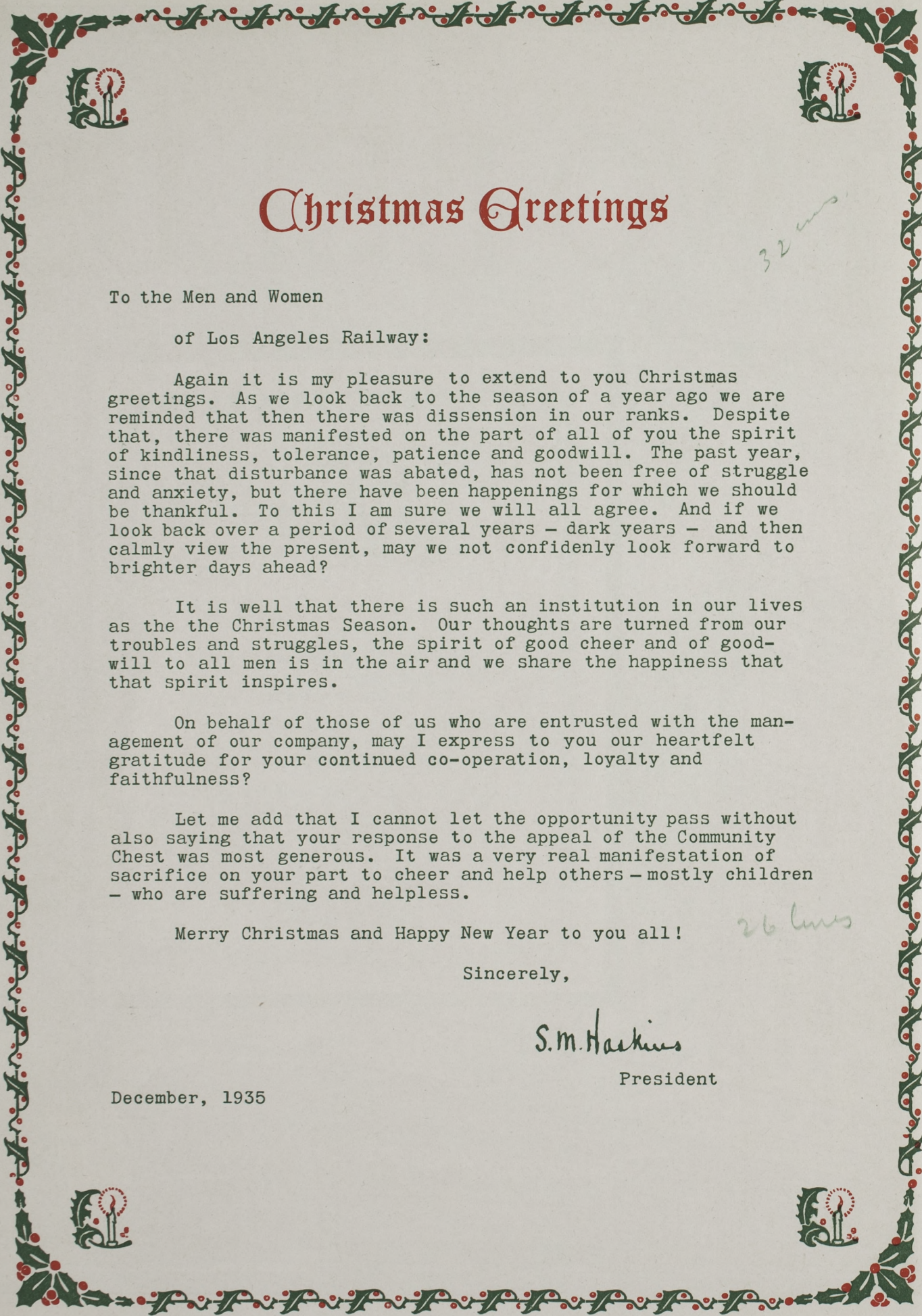
Only some shepherds of lowly birth  
Heard a wondrous song—  
But it swept the earth.

Only a Child, but the world is bright  
For Thy coming, oh, Christ Child,  
This Holy Night.

—Mellichamp







# Christmas Greetings

32 lines

To the Men and Women

of Los Angeles Railway:

Again it is my pleasure to extend to you Christmas greetings. As we look back to the season of a year ago we are reminded that then there was dissension in our ranks. Despite that, there was manifested on the part of all of you the spirit of kindness, tolerance, patience and goodwill. The past year, since that disturbance was abated, has not been free of struggle and anxiety, but there have been happenings for which we should be thankful. To this I am sure we will all agree. And if we look back over a period of several years - dark years - and then calmly view the present, may we not confidently look forward to brighter days ahead?

It is well that there is such an institution in our lives as the the Christmas Season. Our thoughts are turned from our troubles and struggles, the spirit of good cheer and of goodwill to all men is in the air and we share the happiness that that spirit inspires.

On behalf of those of us who are entrusted with the management of our company, may I express to you our heartfelt gratitude for your continued co-operation, loyalty and faithfulness?

Let me add that I cannot let the opportunity pass without also saying that your response to the appeal of the Community Chest was most generous. It was a very real manifestation of sacrifice on your part to cheer and help others - mostly children - who are suffering and helpless.

Merry Christmas and Happy New Year to you all!



26 lines

Sincerely,

S. M. Haskins

President

December, 1935





# TWO BELLS

A Herald of Good Cheer and Cooperation

Published Monthly for the Employees of the Los Angeles Railway

Volume Sixteen

December, Nineteen Thirty-five

Number Twelve

JANET C. McNEILL

Publicity Manager and Editor



## Holiday Message

Fellow Employes:

At this season of the year, we turn from our more serious cares to renew the spirit of peace on earth and good will to men.

You men and women engaged in public service, especially those of you who are daily contacting the public, have the privilege and the opportunity of multiplying this spirit of goodwill and helpfulness a thousand fold.

This year has been marked by many accidents which have caused tragedy, suffering and financial loss. The hazards of traffic have become so great a menace that safety drives have been put into effect by every large organization in the country, including our own.

The holiday season affords us a time to impress upon the public in our daily contact with them, the sincerity of our desire to give them safe and courteous service.

It is with particular appreciation of the loyalty and cooperation given by the many men and women of this company, that I extend to all my fellow employes a hearty wish for a Merry Christmas and a Happy and Prosperous New Year.

Sincerely,

Vice President and  
General Manager

## Meetings Important To Every Trainman

On the basis that every motorman, conductor and operator of the Los Angeles Railway wants to give his very best to his job, a call is issued for a series of meetings starting Tuesday, December 10th.

The Los Angeles Railway is having to pay too many liability damage claims on account of accidents and the time has come for plain talk. Every man is expected to attend one of these meetings. If you cannot attend at your own Division, attend at one of the other Divisions.

Attendance is not the sole requirement. You are expected to listen carefully to what you hear and act upon the facts presented to you.

John Collins, Supervisor of Safety, will be the speaker.

The schedule of meetings follow:

Division One—December 10th.

Division Three—December 11th.

Division Four—December 12th.

Division Five—December 13th.

The meetings will be held at 10 A.M., 2 P.M. and 7:30 P.M. at each Division.

## Returns From Trip

H. A. Perryman, Superintendent Traffic and Statistics, who went abroad on October 7th, returned to duty December 2. He reports a very splendid time, but also the gathering of a great deal of valuable information on practices of other electric railways.

## More Room

A new pit has been built in the east end of the Carpenter Shop to facilitate the overhauling of motor coaches.



# Watch Your Step— Do Right Thing At Right Time

By E. R. DYE,  
Manager of Transportation

The traffic problem is a live one. It was here yesterday, it is with us today, and will be here tomorrow. It will remain until every individual, whether he may be a pedestrian or the driver of any vehicle, realizes that personal security can be attained only by assuming personal responsibility. The only problem you have, then, is that of yourself.

## Safety

One of the most, if not the most, important thing in our lives is our safety. The most important thing connected with street car operation is our responsibility for safeguarding the lives of others, which can be done only by each individual forming and practicing correct habits, one of which in the case of platform men, is the strict observance of our operating rules. Every time you violate a rule, every time you follow the man ahead too closely, every time you take a chance with a pedestrian, every time you make a rough start or stop, and every time you allow your attention to be distracted from where you are going, or from the responsibility you have assumed, then you are gambling a few seconds of time against the life and perhaps lives, of human beings. We should ever keep in mind the fact that the other fellow has just as many rights on the streets as we have, and that, if everyone respects the other fellow's rights, it would cut down accidents to a minimum.

## Courtesy

Also bear in mind that polite and gentlemanly deportment relieves a good many unpleasant situations and misunderstandings. Cultivate a pleasing personality in your dealings with our patrons. Handle every situation confronting you with the necessary tact and diplomacy, so that no criticism can be directed against you for the manner in which you may have handled any situation. While you cannot control the other fellow, you can control yourself, and you should never permit yourself to be placed in a position where you would have to out-guess the other fellow in a hurry. Consider everyone, both pedestrian and driver abnormal, and likely to do the unexpected. You are the one who is safe and sane, and you are going to take the proper action at the proper time.

## Read Conditions

Motormen should thoroughly understand the necessity of maintaining a proper braking distance when follow-

ing vehicles, which are likely to be brought to a stop at any time. Many automobiles are struck because the motorman anticipated the conditions which failed to materialize, instead of taking into consideration an actual condition. To run a street car safely through a street congested with vehicular traffic and pedestrians requires the exercise of all the foresight and watchfulness of a motorman, but, if he uses his gong and air at the right time, he will never have an accident for which he is to blame. It is difficult at times to understand why people do some of the things we see them do, or why the law is not enforced to the letter, but, when you realize that the actions of men are governed by the state of society in which they move, you begin to have a better understanding of the problem.

## Speed and Youth

If the laws of our country are unsuited to the wants of the youth of today, they will be disobeyed. Men, who in their youth were unacquainted with the automobile, came from a basic speed of about four miles per hour gradually up to our present speed, and having been slowed down by nature, become confused by the activity all around them and are being killed off by the younger generation, whose basic speed is about forty or more miles per hour, with no background or experience to warrant or justify this speed. No man wants to travel or go back to his basic speed, consequently, until "old John Law" steps in and takes charge, conditions will continue to get worse instead of better.

## Let Us Help You

Education has no value to the man who makes no use of it. To know how to do a thing and then not do it in the proper manner is far worse than the case of the man who may be ignorant of the proper manner in which to do a thing, but is till doing it the best he can. I do not think we are unreasonable in asking a man to do what he said he would do when he signed the agreement with the Company at the time of his employment and assumed the responsibility of the platform man. Men, fully qualified in safe operation, are devoting their time in an effort to assist you to succeed in your present job. Follow their instructions to the letter and you cannot fail. Ignore these instructions and you are bound to be a failure.

## Read and Understand Our Rules

About 96% of our accidents of today are due to the violation of some operating rule. Therefore, study the rules for the underlying cause of their existence. Do not merely read the book as you might a novel, or the intent of the rule will not register.

Quite a large majority of our accidents occur within two and a half hours after a man has started to work, or, you might say, before he has limbered up. The most dangerous hours of the day from a traffic standpoint are between 7:00 A. M. and 9:30 A. M., and 5:00 P. M. and 8:00 P. M. The hazards of one day are just about the same as those of any other day. They occur when the stage is all set for the play. They do not occur from a single cause, but from a combination of causes, the absence of any one cause changing conditions. If the actors are careless, then the accident occurs. You are one of the actors. Do your part, so that the person who starts out in the morning may return safely to his family at night, and that no child may go hungry because you were in charge of the instrumentality that robbed it of its bread-winner.

I cite two cases of collisions with an automobile which I have taken from Claim Department files. These particular accidents, on account of their seriousness, have to be reported to the State Railroad Commission of the State of California.

February 18, 1935, 16th and Central Avenue, car No. 325, ran into an automobile which had stopped at an intersection. Motorman had been in the service since 1919. Notwithstanding his experience, he was following this automobile too closely, at too high a rate of speed, the result being that when traffic signal changed to stop, just as automobile was approaching stop signal, street car ran into rear of automobile, simply because the motorman had anticipated that the automobile would continue on through, not figuring that the stop signal might compel the automobile driver to stop, which is a case of not obeying road-space or reading street conditions.

January 17, 1935, at Temple and Centennial, car No. 562, ran into the rear of an automobile which started to make a left turn, but was prevented from doing so by traffic conditions. The motorman had ample opportunity to make the stop, but instead, he simply took it for granted that the automobile would complete the left hand turn, and when the driver was unable to do so, the accident occurred. Statements of all witnesses completely supported this conclusion.



# Company Purchases New Coaches

By H. G. WEEKS

Assistant to the General Manager

During the month of December, delivery is expected of thirteen new coaches for Coach Division and four for the Los Angeles Motor Coach Company.

Four of the coaches for Coach Division will be Type 25, the same as 41-passenger coaches of this type now in service, except that the interior lighting will be improved and they will be equipped with aluminum cylinder heads for operation with high compression and non-premium fuel. This makes a total of ten coaches of this type, all of which are for service on Beverly Boulevard line. Air for cooling the motor on these coaches is taken in from the roof, the amount of air being regulated by a shutter actuated by a thermostat. The radiator is in a nearly horizontal position over the engine and transmission, the rear compartment containing the engine and transmission is nearly air-tight so the air is drawn from the roof through the radiator and exhausted on both sides by means of two fans.

The nine 30-passengers coaches for Coach Division, which will be known as Type 17 and used on various lines, are also of Twin Coach manufacture and are quite similar in appearance to Type 25. They differ materially, however, in that the floor is considerably lower, this being possible on account of smaller wheel and tire equipment. The engine is mounted in the rear and directly over the rear axle; the transmission is also directly over the axle, so that the propeller shaft is vertical, rather than in the usual horizontal position. Air for cooling is taken through an opening in one side of the coach and exhausted out the other side.

The four coaches for Los Angeles Motor Coach Company service are of General Motors manufacture and are to be used on Crenshaw-Vine-La Brea Line, Los Angeles Railway and Pacific Electric Railway each purchasing two. They will be Type 38, seat 32 passengers and have the engine and transmission transversely mounted in a compartment at the rear of the coach, the drive being similar to that in Types 22 and 37, except that the motor is on the right hand side of the coach with the transmission on the left, a reversal of the arrangement in Types 22 and 37. They are also different in that they have a mechanical shift, instead of an air shift, for the transmission. The motor is quite similar to that in Type 18.

In line with national practice in automotive design, the coaches are

equipped with high compression engines designed for the use of non-premium fuel, this design increasing the power that can be obtained from a given size of engine and at the same time reducing the weight of the vehicle.

Types 17, 25 and 38 coaches are equipped with an exit door ahead of the rear wheels, which is today the most popular location for the exit. In these particular coaches, the exit door is controlled by the operator, rather than by a treadle. The brakes and accelerator are interlocked with the door mechanism to prevent starting the coach with the door open.

## Track Reconstruction

The Way and Structures Department is engaged in reconstructing the west-bound track on Twenty-fourth Street between Vermont and Normandie; also both tracks on Normandie between Twenty-fourth and West Adams. This work includes the removal of curves at Twenty-fourth and Vermont and at West Adams and Normandie.

Merry Christmas and  
Happy New Year  
from Two Bells  
to its readers

## Shops Emergency Squad Celebrates



From left to right: A. D. Arnold, H. K. Conacher, H. Longway, R. L. Guignard, E. L. Scholes, F. F. Robey (hiding behind the greenery), C. De Baum, W. T. Reynolds, H. T. Brown, G. Ramsey, W. S. Cohn, J. T. Watts (entirely obscured), W. T. Brown (back of head), H. E. Jordan and Capt. Joe Hersham. This picture was taken by Chas. Hatch.

By F. F. ROBNEY

Beating the gun to holiday festivities, the Shops Emergency Squad, staged their first annual reunion, Monday evening, November 25th at South Park.

Our purity crew, dressed in sparkling white: Messrs. Robey, Brown, Ramsey, and Cohn, officiated at the culinary art, serving chicken, etc., to twelve hungry patrons. The charter members' tablecloth made by the crew last Christmas, with all the signatures displayed, was signed by the guests H. E. Jordan, W. C. Brown, and C. Hatch.

Twenty-five minutes of dishwashing

with no casualties, was followed by two movie reels of the sea. These were as good as a months vacation to A. Arnold, while Rex Guignard felt so bad about those little fish he photographs, that he slipped out before they were pictured as small size bait.

Mr. Fox, our 53rd and San Pedro druggist was accorded a vote of thanks for the Havanas, and the fine ice cream, so completing the annual banquet.

Howard Taylor, Chief Draftsman, has just moved into his new home—an English colonial style house in the Los Feliz hills.



## Square and Compass

On November 9th, as previously announced, the Club celebrated Annual Ladies' Night.

The attendance was up to expectations, approximately 160 members, their wives and "friends" attending. Turkey and fixin's were enjoyed by all present and the Casas de Rosas Inn is to be congratulated for an excellent dinner.

A superelegant show was furnished by Walter H. Trask, headed by the "Two Black Crows" of phonograph records fame. The entertainment was well-balanced and each act on the bill deserves special mention although this is impossible as lack of space prevents. All in all the affair was a huge success.

The foregoing event did not prevent the Club from holding its regular monthly meeting one week later, on November 16th to be exact. While the attendance was not up to standard, nevertheless those who attended enjoyed the dinner served by Weiss' Hungarian Restaurant.

An outstanding event in the Club's history was the Third Degree conferred on Brother J. E. Simmons of Division One, and Brother C. W. Shelton of the Way and Structures Department.

Approximately forty members of the Club took advantage of the invitation of Brother Geo. V. Jameson, Master of The Gardens Lodge No. 621, and journeyed forth on Wednesday, November 20th, to Belvedere Gardens to witness the Club's Degree Team confer the degrees on the two brothers mentioned. Phil Klingelsmith and his team are to be congratulated for the able manner in which the work was done, and this applies to all those taking part.

Congratulations and thanks to Brother Jameson and The Gardens Lodge for a wonderful evening.

### COMING EVENTS

On Saturday, December 21st, the Club will hold its annual election of officers. The time and place to be announced by bulletin later.

It is suggested that as many members as possible turn out, as much depends on your selection of officers for the coming year.

May we anticipate seeing YOU on the night mentioned?

As this is your Scribe's closing message for the year 1935, may I take this opportunity of wishing each and every one of you the Season's Greetings, and may the New Year bring to you and to your family a full measure of health, wealth, and happiness.

Fraternally yours,

JACK K. WILSON, *Director of Publicity.*

## Fine Response To Chest Appeal

To the Employees of the Los Angeles Railway:

It is a pleasure to pass along to you the following expression of appreciation by our President. The final figures show 3,929 pledges for \$11,558.65.

R. O. CROWE,  
*Company Chairman*

\* \* \*

Mr. R. O. Crowe,  
Company Chairman.  
Dear Mr. Crowe:

It is with real pleasure, and pride in our organization, that I acknowledge

your report of November 6th giving a tabulation of the final results of the 1935-36 Community Chest campaign.

I wish to express my personal appreciation, and that of the Company, for the good work accomplished by you and your committees in behalf of the Community Chest and for the fine spirit of cooperation and generous response of the employees.

Sincerely yours,

S. M. HASKINS,  
*President*

## Veterans

Well, we are all alive and kicking after the Armistice Day night parade. At the time we didn't know for sure whether we would live through it or not, for the pace they set for us old timers was plenty fast. Don't know whether some of our stouter Comrades have arrived at Eleventh Street yet or not, the last I saw of them they were trying their best.

At our joint meeting held November 25th the following Comrades were initiated: Musselwhite, Knowlen, Smith, Coulter and Platner of Division Five, Hollenbeck of Division Three, Kohler of Division Four, and Shaw of South Park Shops. There were also six ladies initiated for the Auxiliary.

Chairman of the Entertainment Committee, Jimmie Madigan, put on several acts from the Meglin Kiddie Studios, and they were real good. The youngest was two and a half years old, and could he sing!

After the meeting and entertainment refreshments were served in the dining room and everyone went away happy.

About thirty-five showed up at the Auxiliary party the night of the 23rd at the Madigan home. The evening was spent playing "Dutch Whist" and eating refreshments, besides celebrating an anniversary.

The next meeting will be held at Patriotic Hall Wednesday, December 18th, 8:00 P. M. Election of Officers. Don't Forget! ! ! !

H. F. NELSON, *Adjutant*

## Auxiliary

Well folks, those of you who missed attending our recent card party, held at the home of Mr. and Mrs. Madigan on Saturday, November 23rd missed a very enjoyable evening.

Prizes were awarded, the ladies' first prize being carried off by our

President, Ella Hoyle, and the ladies' booby by Vice President Edith Duncan.

The men's first prize went to C. D. Clark who is well known to all the boys, and the men's booby went to T. C. Wiley of Division Five.

Now, a reminder about our next regular meeting which will be held Wednesday, December 18th at 8:00 P. M. at Patriotic Hall. At this meeting we hold our annual election of officers for the coming year, so please make a real effort to be there.

Our last regular meeting, held Monday, November 25th, was a joint initiation with the Veteran's Club and many new members were initiated into both Clubs. The entertainment for the evening was provided by the Meglin Kiddies and it was certainly enjoyed by everyone; also the eats which were served downstairs at the conclusion of the program.

Another date to keep in mind is December 28th. The Veteran's Club and the Auxiliary are giving a Christmas party for the children of members, in the dining room at Patriotic Hall—time 8:00 P. M.

We will be looking for you.

MARY WILEY, *Acting Secretary*

## Married

On November 11th, at 11 o'clock a. m.—the hour at which the World War ended—Murl W. Ramsey, World War Veteran, and Marian M. Clough, of this city, were married by Judge B. P. Woodard at his home.

The bridegroom, a Day Supervisor of our Company, asked that the ceremony be performed at exactly 11 o'clock and Judge Woodard acceded to the request.

And, as Bill Snyder, remarked, "Now the war is on".

Mr. Ramsey's fellow-workers wish the newlyweds a long and happy life together.



## Bull's-Eyes and Misses

Arrangements have been made with the Inglewood Police Department for the range located on Redondo Boulevard to be open for the Los Angeles Railway Rifle and Pistol Club from 9:00 A. M. to 4:00 P. M. on Sundays. This arrangement is for trial during the month of December only, and if we can have enough of the boys out it will be extended for as long as there is a crowd. In case of rain the range will be closed as the pits get flooded.

There is a nominal charge of 10 cents a shooter and that is not collected from those who buy their ammunition from the Range Master. The range is located in Centinela Park on the north side of Redondo Boulevard, opposite the cemetery entrance.

The range is open on Tuesdays, Wednesdays, Fridays and Saturdays, but not exclusively for the Railway Pistol Club. The Range Master, F. M. Montgomery, has also agreed to offer such coaching as we need in order that we may hold and win contests.

All of our shooters should take advantage of the facilities offered and try to make 1936 a banner year, both in the practice held and in contests. Let's get going, boys, and settle down to business after a long summer vacation.

Our next regular meeting will be held at 7:30 P. M. on Thursday, December 12, 1935 in the Club room, Room 309 Los Angeles Railway Bldg. at 11th and Broadway.

Don't forget the date although all Club members will receive a notice. Those of you who have not joined our Club will be welcome to come down that night and get acquainted.

LESLIE F. SPARKS, *Secretary*

## Veterans Foreign Wars

On Wednesday evening, November 6, 1935, a joint installation was held by Southwest Post No. 2828 and its Auxiliary at 8501½ South Vermont Avenue. This very colorful affair was attended by a large audience, numbering over three hundred people, various other Veteran organizations being well represented.

Comrade James Kennedy, Department Sergeant-at-Arms and Commander of J. B. Gresham Post No. 8, Veterans' of Foreign Wars, was the Installing Officer, and he was assisted by Comrade O. J. Moser, Commander of the 17th Congressional District.

Comrades G. H. Stone and Leo Maag received the Purple Heart Decoration the presentation being made by Com-

rade Kennedy and Comrade J. F. Russell, Commander of Chapter No. 2, Order of the Purple Heart, who very interestingly related the origin of this Decoration.

Dancing concluded the evening and everyone had an enjoyable time. And now, Comrades, that we are in line for another year, let us continue to make Southwest Post as outstanding as it has been in the past.

To start the year off right, make it a point to attend the Post's meetings regularly on the first and third Wednesdays of each month, at 8720 South Vermont Avenue, and help carry out an interesting programme during the coming year.

G. H. STONE,  
*Senior Vice Commander*

## Foremen Meet

The regular foremen's meeting of the Mechanical Department was held November 9th, H. E. Jordan, Superintendent of Equipment, presiding.

E. E. Kenway of the Personnel Department gave an explanation of the proposed plan of centralizing employment and also commented on the proposed plan for employment insurance which is to become effective January 1, 1936.

The subject of Equipment Failures which has been under discussion for several meetings was resumed. Papers were read by R. L. Guignard, H. K. Conacher, J. T. Watts, C. B. Lindsey, Doyle Rishel, Ray Anderson and W. J. Dewhirst. Those who took part in the discussion were H. E. Jordan, W. C. Brown, J. M. Cook, H. L. Longway and A. L. Davis. A paper submitted by I. C. Gordon was read by William T. Brown.

## Chess

The Chess Club held its first meeting of the year on Tuesday evening December 3rd, in Room 309, Main Office building.

Edgar Ramsey of the Drafting Room is the chief enthusiast. He is playing chess by correspondence with chess fans in various parts of the United States. He is also playing chess with an officer at Schofield Barracks in Honolulu. The moves are relayed by amateur radio operators who are chess players.

## For Sale

Bill Decker, at the 16th Street Garage, has a bicycle for sale. It is a full sized Iver Johnson, equipped with carrier. Anyone interested may call Bill and find out particulars.

## Division Four Transit

A meeting of the Division Four Transit Employes Association was held at Division Four on November 1, 1935 with Governor S. T. Cooper in charge. There was a very good turnout of 110 members, which shows an interest is being taken in the activities of the Association.

Dusty Rhoads, of the Safety Department, gave us a very interesting talk on Safety which was very well received.

Governor Cooper gave a talk regarding the Association's meetings with the Company, and also stressed the cooperation and goodwill which exists between the Management of the Company and the Transit Employes Association.

Governor Cooper also talked on Schedules, Shake-ups, Merit System, and Trial Board, which are of great interest to the members. Suggestions were heard from several members and were very well received.

Accidents were discussed and Governor Cooper asked all members to try to cut down accidents and operate their cars safely.

The members of this Division take this means of thanking T. J. Cumberland, of the Schedule Department, for attending the meeting and showing us a very interesting moving picture.

Thanks also to S. R. Harrington for the interesting story which gave everybody a good laugh.

I would like to ask all members to watch the Transit Employes Bulletin Boards and keep posted as to the doings of the Association.

S. T. COOPER, *Governor, Division Four*

## Xmas Gifts

D. L. Gragg, proprietor of the cigar stand in the lobby of the Main Office Building, solicits your Christmas orders for candy, cigars, cigarettes, tobaccos, magazine subscriptions, etc. He will gladly fill orders, large or small, and give the regular discount.

## Bowling

Line Up of Games to be Played By the Transit Employes' Bowling Team.

All games start at six-thirty every Thursday evening at the Luxor Bowling Alley, Vermont near Vernon.

### SCHEDULE

December 5th.—Taverner and Fricke  
December 12th.—Blake Moffitt and Towne "B"  
December 19th.—Fibreboard Products  
December 26th.—Western Waxed Paper



## Transit Employes To Dance

What is it?—Dance

The Date?—Saturday, December 14, 1935.

The Time?—8:30 P. M.

The Place?—World War Veterans' Hall, 246 South Hill Street.

All Transit Employe members and their families and friends, how are your memories? Remember our never-to-be-forgotten barbecue and picnic last August? Well, fellow members, it's time we had an encore, so-o-o, here we go. Of course we cannot have the big feed, but we can and will have refreshments, free to all. So come, all you lovers of dancing and fun, and join your fellow-workers for an evening's dancing to the music of Sweet's Transit Employes' Orchestra, and, oh boy, are they plenty hot!

Many valuable door prizes will be given away, and among them will be a hefty turkey for the lucky winner's Christmas dinner. Any one of the many door prizes will be worth your while and time to be present.

Tickets for this big occasion are now on sale for only 25 cents per person. See your Governor who will supply you with as many as you wish, or you may purchase them at the door.

The purpose of the admission charge is to provide an entertainment fund, separate from the operating fund of the Transit Employes, so that we may be able to give many such affairs at frequent intervals; and, of course, the big barbecue and picnic next year which will be more complete and lavish than the previous one. The establishment of a fund of this nature, by giving affairs of this kind frequently, will enable the Transit Employes to amply finance our annual barbecue and picnic and various other social functions of the Transit Employes that may come up, without having to draw so heavily on the operating capital of our Transit Employes.

Surely every member will be willing to do his or her share in this worthy cause by spending just 25 cents for an evening's pleasure such as we will have at these frequent get-togethers. So let us all come out and get acquainted with our fellow-workers and boost this along all we can, as you are the ones to reap all the benefits whatever they may be, large or small.

See you at the Transit Employes Dance.

W. H. HOLLENBECK, *President*

## Transit Employes

Our meeting held on November 26, at Odd Fellows Temple proved to be very interesting, and those present certainly proved that bigger and better things are ahead of us. A feeling of satisfaction to know that there are so many who are willing and anxious to carry on and help with the good work.

President Hollenbeck spoke on Safety and Accidents; our accident record is one of which we cannot be proud, and in order to lower this record everyone will have to help.

We are showing an increase in earnings but it is more than offset by loss due to accidents. Now it is up to you to help reduce the record. It can be done and you alone can do it.

The question of leather coats. This has been explained from time to time, but it seems that someone has been misrepresenting this idea to the trainmen. Many men have purchased leather coats with the idea of wearing them as a part of the regulation uniform. This is not the idea at all, and if anyone makes this suggestion to you, do not believe it. The only way a leather coat can and should be worn is as an overcoat. Neither should this idea be construed to mean that the regulation overcoat is a leather coat.

The Loan Plan as explained in our bulletin, was proposed, and received a thorough going over. The idea of this plan is as follows: First—that the funds of the Association be invested with the First Industrial Loan Co., interest to be 4 per cent. Second; that securities purchased can be used as collateral for loans to members. The loans cost 6 per cent. This idea represents two distinct problems. In offering as collateral the certificates purchased no co-makers are necessary. Collateral offered is the same as a co-maker on a note. Further, interest does not stop when a certificate is offered as collateral for a loan.

After some discussion it was suggested that the Association set aside a fund, which would be used only for the granting of loans, and that interest would be charged for the loans. Rate of interest was not suggested, perhaps 3 or 4 per cent. This fund would grow to be a very large amount in time, and could not be used for anything else. We would add to, and never be able to reduce the fund, except in the event the Association should cease to exist. This requires some investigation, but it is generally believed that this proposition would be a greater benefit to the members than the Industrial Loan plan.

After these proposals were heard, the Secretary was asked to explain

the working arrangement of the Credit Union Plan. It was thought by some that perhaps the Credit Union would be able to do the same as proposed in the Industrial Loan Plan. After a lengthy discussion, the Credit Union Plan was set aside for some future date.

W. H. Hollenbeck called upon S. T. Cooper to speak to the members. His subject was SAFE and SANE operation of cars and buses. He explained that regardless of the schedules, it should be remembered that Safe and Sane operation is the only way we can show a good record. Under no condition should a trainman or an operator become reckless. If your schedules are not right, do not try to make them right by reckless operation, but instead, report the condition to your Governor who will investigate, and you can rest assured that your report will be given every consideration. Also, suggestions from the trainmen and bus operators are always helpful. Remember this, no one has ever been laid off, or dismissed from service for operating his car or bus in a SAFE and SANE manner.

The treat for the evening was well received and appreciated. Cigars for everyone and as usual the room was blue.

Watch for our next bulletin for our regular monthly meeting. It will be worth your while to attend. Come along and get acquainted.

F. W. MELLENTIN, *Secretary*

## Honor Roll Employes

The monthly meeting of the Honor Roll Association of the Los Angeles Railway was held at Division Four on November 19th, with an attendance of 35. President McRoberts presided.

It was moved and seconded to change the name from Honor Roll Association of the Los Angeles Railway Corporation to Retired Employes of the Los Angeles Railway Corporation, and it will be put to a vote at the meeting on December 17th.

Arrangements will be made to have an able speaker, on a subject of interest to all, and President McRoberts is anxious to have a good crowd out for the December meeting.

D. L. GRACE, *Secretary*

## Appreciation

Your comforting expression of sympathy will always be remembered with deep gratitude.

Foster C. Milburn  
and Family





Front row, left to right: C. M. Hedger, K. E. Weaver, C. W. Boyer, D. M. Grettenberg. Standing, left to right: J. J. Cresto, J. P. Cummings, F. Whitcomb, W. Bales, J. R. Edginton, F. L. Forum.

## Highlights Of Basketball

By C. J. KNITTLE

**B - A - S - K - E - T - B - A - L - L !**

Rah! Rah! Rah!—Rah! Rah! Rah!—Rah! Rah! Rah!—Vernon! Vernon!

Excuse me, friends, for this informal opening. It is true that first impressions last the longest and yet, no matter how favorable may be my opinion of the players of any Division, the lasting impression is the Rah! Rah! Rah! of a winning team.

But getting right down to brass tacks about this basketball business, I just want to say that since Transit Employees took it under their wing and equipped the teams and leased the gymnasium facilities at Lincoln High School, this league will, in all probability, soon become one of the fastest and finest aggregations of hoopsters in the Industrial Basketball field.

The games are played under the auspices of the Municipal Basketball Association and the umpires and referees are assigned from the Department of Playgrounds and Recreation.

Due to the fact that the Lincoln High gymnasiums had to be used for a school event on the evening of No-

Effective this date, December 6th, all future games will be set back one hour. In other words, the seven o'clock games will start at eight o'clock and the games scheduled for eight o'clock will start at nine.

vember 29th, the games scheduled for that evening had to be postponed to Friday, December 6th. The scores for the December 6th games will appear in the next Two Bells.

Now let's look over the scores so far remembering, however, that this is just the start of a fourteen weeks tourney and no fair predictions can be made from these results. The Office team, for instance, had a little trouble getting organized and had to forfeit its first two games. The technical score for a forfeited game is 2-0 in favor of the opponent.

And now the scores:

### November 8th

Div. Four .....	16,	Div. One .....	4
Div. Five .....	13,	Ver. Yd. ....	14

Div. Three .....	2,	Office .....	0
16th St. Coach .....	17,	Wil. Coach .....	13

Division Five team made a remarkable showing in its game with Vernon Yard despite its defeat. Division Five had only five players for the game.

### November 22nd

Div. One .....	2,	Office .....	0
Div. Five .....	12,	16th St. Coach .....	6
Wil. Coach .....	8,	Ver. Yd. ....	18
Div. Four .....	16,	Div. Three .....	24

The Division Three team, seventeen players, made a striking appearance as they came out of the dressing room trotting Indian file and circling the floor. In addition to the new uniforms furnished by Transit Employees, the players wore their new sweat shirts of maroon with the name "Maroons" on the front and the player's number on the left sleeve. Hearty applause from the spectators followed.

### LEAGUE STANDINGS

	W	L	Pct.
Vernon Yard .....	2	0	1.000
Division Three .....	2	0	1.000
Division Four .....	1	1	.500
Division Five .....	1	1	.500
Division One .....	1	1	.500
16th St. Coach .....	1	1	.500
Wilshire Coach .....	0	2	.000
Office .....	0	2	.000



# News From Our Sick Folks

By R. A. PIERSON  
Superintendent of Personnel

During the month of November, there were 25 employes confined to the California Hospital, which represents 218 hospital days. The cost of the hospital service was \$1,386.00

C. C. Clark, Conductor, Division Five, underwent a double operation recently, but is now getting along fine.

R. H. Groves, Operator, Coach Division, is home from the hospital, trying to learn to use crutches after an operation on his knee.

A. W. Horton, Conductor, Division Four, who has been on the sick list since September, remains about the same. He is able to get around, but is too ill to work.

J. H. Miller, Motorman, Division Three, has been on the sick list since the middle of October, but is feeling some better.

C. D. Saavedra, Laborer, Way and Structures, who was injured by a hit and run driver, is home from the hospital now. He is unable to speak English, but says a lot with his wonderful smile when you visit him.

R. P. Adams, Carpenter, Mechanical Department, who has been on the sick list since October 23rd, is slowly improving.

H. Buckman, Conductor, Division Four, has been sick for several weeks, but feels that he will be back to work soon.

E. W. Davis, Motorman, Division Five, who has been ill for about two months, is improving slowly and is getting anxious to get back to work

D. Cuthbert, Motorman, Division Five, is now up and about, but will be off for several weeks more.

J. F. Garnett, Conductor, Division Four, who received a serious injury to an eye in July, is about the same. However, we hope that his eye will improve so that he may be able to get back on the job.

J. J. McCarthy, Conductor, Division Five, is home after spending some time in the hospital.

L. Rasmussen, Conductor, Division One, is some better, and is able to be out and around again. We hope that he will continue to improve.

T. G. Hubbard, Carpenter, Mechanical Department, was at the California Hospital long enough to lose his appendix recently. He is now getting along fine.

M. B. Phelps, Conductor, Division Five, is some better. He has been having quite a time getting back to normal.

S. H. McGary, Motorman, Division One, has been off for the last month due to illness. He is somewhat improved.

G. G. Heiser, Motorman, Division

Four, felt that he was able to resume duty, but changed his mind even before starting to work.

N. A. Keller, Car Repairer, Mechanical Department, spent some time in the California Hospital during November due to an automobile accident in which he and Mrs. Keller were both injured.

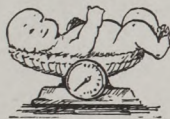
A. W. Lawler, Motorman, Division Five, is improving and hopes to be back on the job soon.

C. N. Reddick, Conductor, Division Four, continues to improve, but rather slowly, and he will probably be off several more weeks.

M. F. Kelsey, Motorman, Division Three, underwent another operation recently. He is now home from the hospital and improving rapidly.

Regret to report the death of four employes during the month of November, and the death of the wife of one employe. The four employes who died were covered under the Group Life Insurance Policy, and the employe whose wife died was a member of the Wives' Death Benefit Fund.

During the month of November, there were 119 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.



## BIRTHS

Conductor H. L. DeuPree of Division Four announces the birth of a winsome little daughter on November 2nd, weighing eight pounds and ten ounces. The little lady has been named Betty Jean. Congratulations and best wishes to you and yours, H. L.

\* \* \*

Conductor W. P. Bouse of Division Four also announces the arrival of a charming baby girl at his home November 24th. The little one tipped the scales to seven pounds and twelve ounces and has been named Carolyn Sue. Our hearty good wishes and congratulations to you, Daddy Bouse.

\* \* \*

Here's one we missed in our last issue. It was a four pound baby girl at the home of Conductor R. O. Ackerson, of Division Five. Little Jeanette Lou and mother are doing fine. Congratulations.

\* \* \*

Congratulations are also extended to Conductor C. H. Wallace, of Division Five, it being a bouncing baby boy who arrived at his home on No-

vember 24, 1935. Yes, little Terry Earl and mother are also doing nicely.

\* \* \*

Congratulations are in order for Gerald and Mrs. Coxe on the arrival of Virginia Loraine, November 6, 1935. Virginia weighed eight and one-half pounds. Mother and daughter are both doing fine, and Gerald, who is with the Substation Department of the Electrical Division, is beginning to come down to earth.

\* \* \*

Beverly Kate was born to Mrs. and Mr. C. S. Grigory at 2 A. M. November 21st, at the Methodist Hospital. The baby weighed seven and one-half pounds, and is the pride of her mother and father. C. S. Grigory is of the Wilshire Division.

\* \* \*

The proudest Mechanic at Division One is Harry White and the reason is that he became a daddy on November 17th. The little girl's name is Beverly June, and she weighed seven pounds. Congratulations, Pop, and thanks for the cigars.

\* \* \*

On November 3rd, a baby son was born to Mrs. G. Strickland, wife of George Strickland of Division One Mechanical. Mother and son are doing fine, and thanks, George, for the cigars.

\* \* \*

And South Park Shops contributes this: "Let us uncover some very good news—We've something that sleeps and smiles and coos. Name: Martha Helen; Arrived: October 6th; Weight: 8 pounds, three ounces; Mr. and Mrs. W. H. Harris."

\* \* \*

Motorman H. D. Speer, of Division One, has a new son, born November 26th. He has been named Thomas Olin Speer.

\* \* \*

Conductor M. W. Hochgraef of Division One opened up a full box of good cigars and announced that he is the father of a new bouncing boy. He arrived on November 29th, and his name is William Woodbridge Hochgraef.

## Wanted To Buy

Will pay cash for a good piano.  
C. R. Fulton, Division Five Mechanical.

## Notice To All Employes

The wife of F. C. Milburn, Motorman, Division Five, died November 20, 1935. Mr. Milburn was paid approximately \$525.00 under Wives' Death Benefit Fund Assessment No. P-90. Deductions were made on payrolls ending November 30, 1935.

R. A. PIERSON,  
Superintendent of Personnel



## Finest Eats For Christmas

It is with a keen sense of pleasure that we make our initial appearance in the columns of Two Bells.

While not new as a member of the Los Angeles Railway family, there are many of you who, perhaps, do not know of the Car Barn Cafe, and still more who have never visited us.

Now that the holiday season is here come out and sample some of Harry Tuttle's fine food and genial hospitality. Take the "5" car right to the front door, at the entrance to Division Three. If you come by auto drive out North Broadway to Bridge Junction, turn left on Pasadena Avenue to San Fernando Road. Again turn left and follow the car tracks to Avenue 28 and Figueroa; then to the left once more and straight west three blocks to the front door. Remember it is right on your way to the Tournament of Roses parade and the Rose Bowl football game on New Years Day.

Outsiders as well as Railway employes are welcome, so come and bring your friends. We'll be looking for you.

M. L. WHITE,  
Motorman, Division Three

## Pioneer Passes

Fred J. Pullee, father-in-law of Edw. McWilliam, Elevator Operator in the Main Office Building, passed away in his sleep on November 14th. Mr. Pullee was a pioneer Californian. We all extend our sympathy to Mr. and Mrs. McWilliams.

## Journey's End

Joseph Lloyd Smith, Motorman at Division Three, passed away November 22, 1935. He was a native of London, England, and was employed by the Company as a motorman at Division Three on April 15, 1924. Mr. Smith is survived by his wife and a son.

Alexander M. MacKenzie, Conductor at Division Four, died on November 26th. He was born in Nova Scotia and came to the Company as a conductor on December 12, 1906. He resigned May 24, 1917 and was re-employed as a conductor at Division Four October 6, 1919. Mr. MacKenzie is survived by his wife.



## Division One

H. N. COLE

You may call it luck, a victim of circumstances, or whatever you like, but here is a case that should cause all of us to appreciate our own good health and well being.

Already burdened with more than his share of everyday cares, Motorman C. W. McKellip has recently been through the ordeal of nursing his sick mother, who has been extremely ill and under the care of two nurses. And then a house on the rear of his lot, the garage and machine, went up in flames, and at this writing he is ill and has been for several weeks. Do you wonder?

As Motorman R. J. Orphan was leaving the car, he picked up a powder puff and slipped it into Motorman W D. Pringle's pocket. A lady passenger admonished him not to do it as it would possibly cause trouble at home, but Orphan couldn't see it in that light. As he stepped off the car he saw the lady call Pringle's attention to the incident and the powder puff went out the window, and a possible tragedy was averted.

Awhile back, Motorman L. G. Nethersole had a run that pulled out an hour earlier on Sunday. A holiday came along and Sunday schedule was observed. Nethersole was so busy with his birds, he overlooked it and came down an hour too late. His first miss-out in five years.

The pedestrian zone had been freshly painted at Seventh and San Pedro, and Motorman J. Williams went skipping across to catch his car. His feet went up and the fresh paint was badly smeared up and so were his trousers. The rest of the day was spent sitting on his stool.

Motorman D. P. Rounsavell took seven days leave to go to San Francisco, but before he started he says he fell off a fence and sustained a fractured arm. His vacation was necessarily extended for a month or more, as he is still off duty.

Conductor H. P. Casebier has been granted a leave of absence for seventy-five days and has gone to his old home in Kentucky, where he was called on account of the illness of his mother.

Motorman S. H. Brown has returned from Lake Elsinore Hot Springs, where he sojourned for thirty days. He also paid a flying visit to San Diego.

Conductor F. E. Schuler has returned from the Arizona desert, where he spent thirty days to recuperate.

Safety Operator C. P. Moore spent fifteen days in Wyoming during last month and has returned feeling much better.

On account of a death in his family, Motorman L. M. Jarrett has been called to his former home in Ohio. He will be away for thirty days.

Motorman L. O. Beard has returned from a fifteen day stay at Modesto, where he was called on account of illness in his family.

Motorman E. O. McKinney is on a leave of absence for twenty-eight days and has gone on his favorite trip—to Arizona.

Conductor F. R. Jones will spend the next seventeen days in New Mexico

where has has gone to prepare himself for the hard busy winter that we are looking forward to.

There are two outdoor sports that Conductor R. W. Brigham is very fond of, and hunting is both of them, especially at this season of the year. So he took a week off for the purpose and came back loaded down with satisfaction, if nothing else.

At this writing, Motorman G. Lawrence is on his way to Oregon where he will spend two weeks.

On October 30th, Conductor L. E. Adkins celebrated his thirtieth anniversary of continuous service with the Los Angeles Railway. Lee says it is a long stretch, but he has had a good time and is still rarin' to go.

Motorman O. H. Burton is broadcasting the news that he is a grandfather for the first time. It is a girl, and is grandpa proud? \* \* \*

## Wedding

Conductor R. G. Barrett, one of Division One's popular conductors, and Miss Vera Bell Sweet were married on November 25th. Motorman A. J. Rosenstein acted as best man at the ceremony.



## Division Three

L. VOLNER

November 24, 1935 passed off quietly, which was quite a change from the same date in 1934. All of the boys of Division Three this year ate their turkey and all that goes with it without any feeling of uneasiness, for which all are duly thankful. Harmony is a wonderful thing, and we don't believe anyone realizes it more than our men who constitute the great Los Angeles Railway family. Division Three never had a better bunch of men, and each one is always ready to do his part to keep the wheels turning.

Motorman M. J. Sherman is taking several weeks rest and is enjoying the hospitality of the Gilman Hot Springs resort.

Motorman J. T. Martin has returned from a trip to his old home in Illinois. This was Mr. Martin's first time East since coming to California. He says crops looked rather good but that the old home state did not look as good as California.

On the 12th of November Division Three had a general choice of runs. Same became effective on November 17th. It must have been because the boys got their new runs so long before the effective date that on the morning of the 17th six missed out.

Christmas is about here, and when you read this we will be in the midst of the Christmas rush. This means more congestion which will last up to and including December 24th. This means more careful operation, and our boys certainly should make a record as regards accident prevention during this trying time. In the congested area careful operation is going to be absolutely necessary. Read your conditions and be prepared to avoid contacting the automobile driver who always takes chances. Give your passengers time to board and alight. It might take a little more time, but it is the only way to play the game safely. Abrupt



stops and starts mean falling-in-cars and they also mean that our Claim Department has to settle. Keep your mind on your work while you are working.

Motorman H. C. Stubbe visited friends in San Francisco for eight days and returned to duty feeling very much rested.

Motorman M. Abraham and family, accompanied by his brother-in-law, Motor-J. L. Carling, spent Thanksgiving with relatives in their old home at Fillmore, Utah. Mr. Carling says since he has been in California it is the longest period he has been away from home, and he is very anxious to go on a lion hunt.

During the past month Conductor S. M. Alexander had the misfortune to lose two garages, one dozen chickens and quite an assortment of tools, caused by fire. At the time of the fire Mr. Alexander was not at home, and had his automobile with him, thus saving the car.

Motorman W. I. Ford is back after a six months lay off. Mr. Ford says he is sure glad to get back to work.

Motorman A. B. Parker was helping his wife can tomatoes, it being his part of the job to screw the tops on the jars. Not realizing what a delicate article he was twisting on, one broke in his hands, causing Mr. Parker to go on vacation for several days.

During the past month Motorman W. H. Hollenbeck was on the sick list. Being President of the Transit Employees' Association, along with his duties as motorman, puts quite a great deal of work on one man; much night work and loss of sleep to a person who goes to work about four a. m. A better man for the office of President of the Association could not be found, as he certainly knows "his onions" and has the interest of each man at heart.

Rather early, but our last chance to wish each one a Merry Christmas, and a Happy and Prosperous New Year.

Motorman J. L. Smith passed away at the California Hospital Friday, November 22nd. The funeral was held at Edwards Brothers Mortuary on Tuesday, November 26th.

\* \* \*

Being a rather modest man, it was only after much effort that we got the particulars of the big wedding which happened in the family of Conductor I. Gasparro. Ever since Mr. and Mrs. Gasparro have been married Mrs. Gasparro's two young brothers have lived with them. In fact, Mr. Gasparro was rather a father to the boys, and treated them the same as he would his own sons.

San Nicassio married Miss Frances Montelevone at one of the biggest weddings held recently in the Italian Colony. They were married at St. Peter's Church on North Broadway, and afterwards a reception was held at the Angelus Hall at 1954 East First Street. There were more than three hundred and fifty guests at the banquet table, and at the reception that night more than six hundred people were present.

In true Italian style everything to furnish the home was given the couple, besides \$350.00 in cash. They made a trip to Northern California and also visited the San Diego Exposition before occupying their new home. All Mr. Gasparro's

friends, among the street car men, wish the best of luck to the newlyweds.

\* \* \*

At the basketball game played Friday, November 22nd at the Lincoln High School Gymnasium, a large and enthusiastic rooting section was much in evidence. Most of the noise originated with Miss Isabelle Kane, the attractive cashier at the Car Barn Cafe, and several bruised knees in the close vicinity bear witness to her ardor. Division Three won the game.

As usual the Car Barn Cafe served one of their excellent turkey dinners on Thanksgiving Day, and Harry Tuttle, the Manager, says they will have a dandy on Christmas, to which you are all invited.



C. J. KNITTLE

To our fellow-workers and friends we extend our heartiest wishes for a Merry Christmas and a Bright, Happy New Year.

It's a grand old time, this holiday season. The streets and stores crammed with smiling shoppers. Street cars and buses dashing this way and that, discharging loads and taking on new ones. Mail carriers and expressmen scurrying through the crowds. Telegraph messengers and delivery trucks speeding to the residential sections with their parcels. Everybody double-timing, but what spirit! Yes, sree, folks, it's Christmas time!

How can these shoppers tussle through the crowded streets and stores from morning till evening with so little sign of fatigue? How can these workers in public service carry on from sunrise till long after dark so tirelessly? Nature is surely kind to her children. Exhaustion comes so slowly when one's soul is glad.

\* \* \*

#### Marriages

Three of the Division Four Smiths are due for a little publicity at this time.

Motorman M. J. Smith received the congratulations of his many friends on his marriage to Miss Frances Bessie Dlsk, November 2nd.

\* \* \*

Conductor E. E. Smith let a cat out of the bag recently when he informed us he and Miss Margaret Virginia Webb were married on June 16, 1934.

\* \* \*

Motorman M. C. Smith has been married for some time but the spotlight was on him Saturday, November 9th, when he came down to work the Saturday schedule of his new relief run. M. C. reported on at 6:30 A. M. but the run was not due to go to work till 12:42.

Billy Vejar, Acting Traveling Instructor and Manager of Division Four's Baseball and Basketball Teams, spent several days in Portland recently. The occasion was the death of his father at the family home there. Señor Vejar was Consul of Spain and dean of the Portland Consular group at the time of his death. He held degrees

from both the Universities of Oregon and Southern California and had been Consul of Portugal, Mexico, Argentina, Peru, Ecuador and Chile at various times. Through his private and public teachings, Señor Vejar did much to spread the fame of his native tongue. He was affable, sincere and was regarded as one of the city's most beloved characters. The sympathy of Division Four trainmen was extended to Billy Vejar on his return.

A novel way was found to dispose of the Majestic Radio which was taken out of service in the trainmen's room when the new Philco was installed some time ago. On November 2nd each trainman was given one free chance on the Majestic. Motorman Frank Preston was the winner.



A wee little birthday party. Little Anna Lee Argue, daughter of Motorman A. Argue of Division Four, had to have a party on her first birthday recently, but as she is a bit too small to entertain extensively, only two guests participated. One was her brother Milton, aged two and one-half years, and the other, her sister Kathleen, aged four. So here you are, friends, left' to right, Milton, Kathleen and Anna Lee.

Conductor R. A. Nesselroad received painful injuries to both legs when an auto collided with his "P" car at Brooklyn and Rowan. The accident occurred November 6th. Nesselroad was dropping a fender at the time. He was laid up thirteen days.

Conductor W. J. LaCreauex bought a new uniform recently and took it home but decided not to wear it till the following day. So he hung it up carefully and returned for his afternoon run. An hour or so later, Mrs. LaCreauex had to go to the store. When she came back the uniform had disappeared. It is still missing.

Conductor J. K. Lofton also had a little hard luck lately. Lofton is the proud possessor of a lily-white Model A gas buggy, and in his daily dashes to points hither and yon, the awe-inspiring roadster accumulated quite a few fender dents and paint scratches. So when fortune smiled on Mr. Lofton, he decided to have its face lifted. The ugly wrinkles were removed and the marred spots were touched up. A few days later Lofton was speeding down South Broadway behind another machine which was driven by an equally fast woman driver. Lofton probably realized that it is well to consider the consequence of a move before it is made but he had no reason to anti-



cipate what did happen. For no reason at all, the woman made a boulevard stop at the "Air Line" just south of Jefferson Street. Lofton crashed into her. After coming out of the daze, he gently laid his front bumper in the baggage compartment and drove home.

The young lady who was seen at probably all the Lary League Baseball games last summer and who later turned out to be physiotherapy operator in Dr. Weber's office in the Pacific Electric Building, is Mrs. Adrian Hancock, wife of Captain Hancock of the Division Four Team.

Motorman W. C. Waedekin was appointed an acting Safety Instructor on November 16th.

Motorman F. W. Lockett was granted fifteen days leave, starting November 1st to take a hunting trip to Wyoming with C. Moore of Division One.

Conductor C. S. Richardson spent a fifteen day leave, starting November 19th, visiting relatives in Monrovia.

Motorman W. A. Pilon was granted seven days leave to visit a friend in Paso Robles. He left November 10th.

Operator S. R. Harrington had the misfortune to miss out on his run one morning recently, but it was not the ordinary case of oversleeping. No, sir. Mr. Harrington, on the contrary, got up in good time but, unaware that he didn't have his thinking cap on, drove to his old hang-out, Division Two. On finding the doors locked and covered with dust, he remembered that about three and a half years ago he transferred to Division Four. That was the real reason that he missed out.



## Division Five

FRED MASON

The Basketball season is well on the way now and our boys are doing fine. Our first game we dropped by one point by losing to Vernon Yard, fourteen to thirteen, but the following game we came right back and knocked off the 16th Street Coach aggregation by twelve to six. Manager Roy Platner reports that we have a very fast and efficient couple of boys in Conductors L. N. Gober and W. A. Ullrich, and that they are well worth watching. On the bulletin board you will see posted the schedule for the season. All games are scheduled to be played at Lincoln High School, 3625 North Broadway, so if you want to see the boys in action, just consult the schedule and step out and watch them. If you are interested in playing, see Manager Roy Platner or Conductor "Pete" Peterson, and they will see that you get a tryout.

Now that we are in the last month of the year 1935, let's see if we cannot keep up our excellent accident record, and the only way to keep it up is to cut down on accidents. At this time of the year travel and traffic will be much heavier, which means that we will have to be on our toes every second of the day. Watch your P's and Q's and the flivvers, trucks, and pedestrians too. Make that your slogan and we'll finish right where we have been all year—ON TOP.



Here we have smiling Patricia Lee Bowles, seven and one-half months daughter of Conductor Floyd Bowles, of Division Five.

Motorman R. M. Doull has transferred to Division Three, where he now has a regular run, he having traded seniority with Motorman M. P. Case. We wish Doull lots of luck, and welcome Motorman Case to Division Five.

Here's one for "Believe it or not". Motorman Bill Hewitt killed one of his turkeys for Thanksgiving and on opening the bird up discovered a four inch needle, a shingling nail, a two inch nail bent horseshoe shape, and a Los Angeles Railway token. When he kills the next one he's going to look for a changer.

Motorman M. G. Schultz and Melvin Schultz are back from three weeks vacationing in Glendale, Arizona.

John, our jovial janitor, is not much up on football so he has been having to buy his own chewing and smoking tobacco,

and he is just wishing the baseball season was here so he could get some of the boys to "donate".

At the last initiation of the Los Angeles Railway Veteran's Club, on November 25, 1935, seventeen new members were initiated, eleven of them from Division Five.

Conductor F. T. Ginger and Bill Lenhart spent a nice time around San Luis Obispo, quail hunting, and both came back with the limit.

About ten years ago Motorman F. V. Dennee told Conductor Dick Hoyle he would bring him some rabbits. Recently he brought in a package and left it for Dick, but Dick was not informed of it. A week passed and then the package began to speak, or rather holler, for itself, and sure enough there was what had at one time been some nice rabbits, but ouch !!

### Weddings

Wedding bells rang for Motorman H. H. Myers on November 16th and for Conductor Tommy Carey on November 18th. Congratulations, boys. We wish you all the luck we wish ourselves.

The boys of this Division wish to extend their deep sympathy to Motorman Foster C. Milburn whose wife passed away on November 20th.



## Shops

F. ARLEIGH FRAZIER

Another Yuletide is here. Whether it be a rainy day or a day of California sunshine, we wish for all homes a day of true Christmas happiness.

### MERRY CHRISTMAS AND A VERY HAPPY NEW YEAR

J. E. Spicer has gone back to his baby days. He has to have his bottle of milk warmed before he takes it.

John Bladel of the Blacksmith Shop has turkeys for sale. George Duffin has capons, geese and small eggs.

O. Rivers, Warren Brown and Tom Rocha met a Jewish friend at 14th and San Pedro and after quite a lengthy argument each decided to repair his own damages.

Joe Ellis ran into a post and took it home for firewood. To date he hasn't returned it yet.

John "Leatherneck" Mathis won the table made by Barney Tupper.

Bailey Cinnamon, formerly of the Truck Shop, paid us a visit last month and is looking fine.

L. Ferguson went hunting recently and took a friend along to help shoot rabbits. He only got four rabbits and a polecat so he mulcted two rabbits from his friend as he was having company for dinner.

Bill Magowan has changed his ways as last pay day he came to work without his usual black eye. (Wanted someone to invent shock absorbers for door knobs).



The demure little miss in the center is Joan Abbey age 6. At the left in the picture is Gloria, age 2 years, and at the right is Bobby, age 4 years. This little family belongs to Paul Abbey of the Truck Shop.

Ralph Sloan went to San Luis Obispo to see his girl friend.

Al Delenger went hunting and after shooting a whole box of shells away, discovered the lenses missing from his glasses.

Bradley's weather forecasting failures are due to the earthquakes at Helena, Montana, which make him see two stars instead of one.

Joe Geiger received his plates but as yet hasn't mastered the art of eating corn on the cob.

Roy Olson's car was badly wrecked in an auto accident and he was off sometime with a bruised arm.

Sig Berg has returned to work from two weeks sickness.



## In The Good Old Days At 16th Street



Old memories. Sam Turner, Earl Hansen, C. O. Hawksford, D. Rishel, Elmer Wood, R. W. Anderson, G. Oliver; Standing, G. Borngrebe and C. B. Lindsey, all of 16th Street. This picture was taken when motor coach transportation was young.



R. E. RUSSELL

The dance given for the benefit of the Pistol Club and Baseball Team was well attended and a financial success. Everyone reported having a lovely time. The evening was spent in dancing and card playing. The entertainment was furnished by the employees. We hope to see more of them. Tudor and Hull are searching for the 'phone number of the hula dancer. For their information, it is OLympia 2144.

As a result of the "Paul Jones", Dave Canning has received an offer from a New York night club to act as Master of Ceremonies. Selbo all but stole the show with his mechanical jigger. He really knows his stuff. The prizes were numerous and well worth while. Poor old Dan Getchell bought ten tickets and only got a stick of candy. Junior Dummer drew a snake, but it slipped out of the box before delivery. Pinky Newen received a nice new tie. Maybe he will wear it when he goes stepping. Joe Sharpless now has a new telephone to play with—much to the relief of the switchboard. The Rifle Club was presented with a new bow and arrow in hopes that it would enable the members to hit the target.

The affair ended all too soon at 12:00 sharp. Everyone tired, but happy. Here is waiting for the next one.

Mr. F. Van Vranken, our General Manager, returned to Los Angeles from the East very much rested. He had a wonderful time and brought back with him a new 1936 Oldsmobile sedan. Boy, it is a beauty!

Lillian Cunningham left the 4th of December to visit her sister in New York. She expects to be gone about a month. We all join in wishing her a good time and a very Merry Christmas.

The General Office has arranged for the employes to purchase Christmas

candy at a reduced price. Miss Cohen, between mouthfuls, says that if it is half as good as the sample, it is real candy. Anyone wishing candy, get in touch with the General Office at Virgil.

The man who used to carry the rabbit's foot on Wilshire is now at our Division. This is for the information of the men who wanted to see what a rabbit's foot looked like.

The Transportation Class is started again. It is not too late to start now. See the dispatcher if you are interested.

Again we hear from Operator M. V. Liles. He is very much put out because he did not get a column for his daily good deed. It seems that he did one of his LADY passengers a favor and as a result it was broadcast over KHJ what kind and considerate operators are employed by the Los Angeles Motor Coach Company. Now Liles, we hope your wife will let you have peace of mind or a piece of her mind.

Bammerlin is still in the East. He expects to return in a new 1936 Oldsmobile. Keep your eyes open, men, for that new car.

### MECHANICAL DEPARTMENT

Hank Thompson is now able to slide to third base in the handball games. He claims bruises in spots as a result.

As for Christmas, well the goose appears to hang high at Vollmers' from the look of the presents.

Smithy and George Porter have the new road jobs. One is located at Hollywood and Western and the other at West Adams and La Brea.

Some of the mechanics are having to wear dark glasses due to the glare in the freshly painted Shop. It looks fine, and in a short time the glasses will be discarded as their eyes become accustomed to the light.

Hurbert likes football and accordingly spends most all of Saturday within earshot of a radio. A. D. Gardner suggested that the boys chip in and buy Hurbert either tickets to the game or a radio. It was decided that as the season was almost ended, no direct action would be taken. The investigation committee found, however, that the radio would be the cheaper.

Henry Foresberg and Lew Powell have

been quail hunting. The result was that Henry got 8 and Lew 2. The only reason they didn't get more was because of the law, which prohibits the use of a gun with more than 3 shots in the magazine. Use your judgment boys. That was the story I got.

Thanksgiving is gone, Christmas is coming, to be followed by the New Year. All I can say is, "Here's How, and a Merry Christmas and Happy New Year to you and yours.



TOM CASEY

All the boys of the Transit Employees' Organization wish to thank the son of Lou Singer for his entertaining exhibition of tap dancing at the recent Coach Division dance.



Gerald Singer is only nine years old and is already a professional dancer. His daddy is very proud of him. We wish to see more of him and his dancing, and wish him great success in his profession.

A. Coplan went to Arizona over the Thanksgiving Day week end to see his "gold" mine and the boys say that he found it to be a copper mine instead.

This is something we heard. Kenny Funk is proud of his grandson, the football star on the U.C.L.A. football team. When Kenny is feeling really youthful he insists that this boy is his father.

"Tarzan" Smith is the man of the hour and is in much demand around the Coach Division.

After years and years of service without ever "missing out" B. Kirk finally did it. However that is not a bad record for it just has to happen once in a while.

W. H. Coker on the East Ninth Street Line has a lady passenger who trusts him more than she does her husband. She pays him for her passes for three weeks ahead of time so that her husband will not get a chance to spend the money. That's something for you.

Lou Singer is jealous of his friend Jake Hemstead. Jake and K. Funk have a nice hot lunch together at noontime while poor Lou sits outside and eats a cold ham sandwich.

J. H. Sherwoods wants a one-armed



cash receiver.

The first battle of the "Civil War" basketball game was won by the "Yellow" over the "Green" by a score of seventeen to thirteen. The "Yellow" lost to Division Five in the November 22nd game, and the "Green" lost to Vernon Yards on the same night.

Somebody wants to know if there will be any turkeys this year.

D. Artignac Wood can not stay out of the news. We have not got much on him this time except that he seems to need quite a lot of room to take his coach around that corner at Sixteenth and San Pedro.

Don't forget fellows that there is a Two Bells box hung on the phone booth and anything of interest that you want to put in there will be welcome. You are the ones that make the news, and it is from you that it is heard. Please make use of the Two Bells box.

## GARAGE

C. B. Lindsey was off sick for a few days last month. He was quite ill and was taken to the hospital, but due to the robustness of the man he is well again and back at work.

The wife of Sam Turner has gone to Oslo, Norway to see her father who is seriously ill. She will be away for some time.

F. O. Rowbottom visited the Grand Canyon of Arizona over the Armistice Day week end. He and his family had a very delightful trip. Those of us who have seen the canyon, know that he saw a sight that was well worth the trip.

Van Slyke sprained his ankle badly and was off for several days last month.

Bill Craig gets down to work several minutes early these cold evenings in order to get enough clothes. It seems it takes Bill some time to pile on enough shirts, sweaters, etc., to keep him warm for the night.

E. Graham had his picture posted on the bulletin board with his autograph and everything.

"Slug Hume" still calls her, "Sweetie Pie."

Floyd Nolf traded the Marmon in on a new master six Chevy.

There is baseball played every noon at the Garage. Both teams seem rather inspired lately, whatever the incentive is.

There was a great game of golf played by some of the boys from the Garage last month. P. Wood was in the crowd and after the game he was induced to take a nice bath, or was it a cold shower?

It has been suggested that George Oliver decide what his name is and then stick with it. This thing of being called a different name every time he is wanted is awfully hard for the rest of the team. On the Bowling Alley, the opposing team demands an explanation and puts George down as a "slicker" or "ringer." George answers to any of these names—"Jo-Jo," "Runt," "Bam," "Wart," "Tony," "Ted Key," etc. "Ted Key" is his latest name, and we football fans can understand why.

Nick Hilger is now on days in the Store Room to replace E. Morrey who has been transferred to South Park.

S. W. Duncan is on the Night Shift in the Store Room. He is from South Park.

Percy Marsh's wedding celebration

lasted for some time. In fact it is just barely over. It was not his wedding either but we just know that even the groom must have felt better the morning after than Percy did. These weddings are hard on those who celebrate them.

Miss Emerson of the Store Room has a splendid remedy for reducing those who are overweight. It is this—induce about a score of mosquitoes into your bedroom each night for about a week. The insects will do most of the work, if you are patient with them and at the end of the week all you will need is a massage to iron out the bumps. This is a guaranteed remedy.

We are liable to have a supply of saddles and corrugated sheet metal soon, so get in your orders early.

R. Taylor, the boy who won the Irish Sweepstakes, appears at the Garage every once in a while with a new car. It's great to be in the money.

Harold Perks is the new tireman at the Garage and is enjoying the work. You will have to see Harold about the price of those tires, and about the best buy. Bud Miller, whom Harold replaced, is in the Repair Shop.

H. Pauschert is at the Service Station

now, and what with the taking of gasoline temperatures, measures, and degrees, he will be taking part of D. J. Sullivan's job away from him.

Jack "Frenchy" Pjerrou is now on the Day Shift.

The Bowling Team is still on its way to victory even though it did run into a little unlooked for opposition one evening last month. We must mention here about a rather paradoxical friendship that was developed between the wife of Ed Fleming and the wife of a player on an opposing team. It seems the friendship started as the result of a one-sided quarrel. The opposition did not like the way Mrs. Fleming was cheering her team on to victory, and said so in no undecided terms. However, Mrs. Fleming's sportsmanship turned the thing about, and now the two are the best of friends.

Ed Sullivan at the Garage has a beautiful large tomcat that he will give to anyone that will give him a good home. Ed says the cat can lick any dog or cat on the block but is afraid of a mouse. The cat will be delivered to anyone who will take him.

It is hoped that each and every member of the Electrical Department, and his or her family, may have the most joyous Christmas they have ever known, to be followed by a Prosperous, Happy New Year.

## LINE

T. B. McEntire had the misfortune of dropping a tongue on his foot (trailer tongue). He has been hobbling around and manages to keep working. Incidentally, he didn't dare to be too much of a cripple as he had to walk down the aisle on Thanksgiving Day. Yes, it was his daughter who took the fatal step, therefore, Mac had to give her away. Congratulations to the bride and the new father-in-law.

L. E. Laycox may be husky but not quite husky enough to hold up a tower by himself. If you don't believe this, please note that he has his wrist bandaged.

E. Rios was on the sick list for a couple of days—nothing serious.

An election was held recently to elect a new Governor for the Department, the candidates being Ben Fulton, Gene Laycox and Ray Kiddoo. Ben was elected by an overwhelming majority which caused quite a furor with the other candidates who accused Ben of "stuffing" the ballot box, giving out false information, and coercion in the form of distributing punk cigars with his opponents' names on them.

When the results were announced, we tried to obtain a statement from Mr. Fulton and his campaign manager, but neither had anything to say. They probably believe in the expression, "Actions speak louder than words".

## SUBSTATIONS

Owen Quigley says he is helping Prosperity return as he has had his house painted.



WALTER WHITESIDE



The handsome gentleman in the photo is none other than Wm. Lane, of the Electrical Construction Department. On December 1st of this year Bill celebrated his twenty-fifth anniversary with the Company, being employed December 1, 1910. Here is hoping that he may have another twenty-five years to serve the Company, if he only does it as well as he has in the past.



Anyone desiring information on what team is going to win, or information on the rules of football, see Fred Warrington. It is claimed he is a past master of the sport.

Henry Neel has been seen quite frequently in Whittier. Wonder what the attraction is.

Phil Klingelsmith bought an electric refrigerator; now, don't be surprised if you see him sporting around in a new car.

Bob Bass went to the wrestling match a few weeks ago. Now his wife can't keep him home as he has become a fanatical customer of the "grunt and groan" business.

### ELECTRICAL CONSTRUCTION AND BONDING

Welcome back to the job, Ralph Wright. Ralph has been very ill during the past few weeks and everyone is glad to see him around again.

"Barney" Tupper, who was injured some time ago and forced to leave the service, has become quite handy with the lathe presented to him. Barney made an end table that was raffled off at ten cents a chance, and was he happy when he was presented with the returns—\$72.20, considerably more than he ever expected. It sure is wonderful that a person like Barney can look at the world and smile—and he can smile—and we are all with him. A Merry Christmas and a Happy New Year to you and yours, Barney.



F. F. ROBEY

### DIVISION ONE

The big hunt of the season was held last week when Floyd Bond, Bill Houts, Tom Lambert and Harry Ogden went quail shooting at Taft. All secured the limit, but we have yet to learn who killed the most.

Babe Brown drove to work one night in his automobile, but evidently preferred the street car service, for he went home in one the next morning. He forgot he had his own car.

After having a very successful time with their ball team, the boys have now formed a Basketball Team, consisting of "Jimmy" Phillips, Manager; T. Lock, J. Johnson, W. Farmer, O. Elis, G. Strickland and C. McNeil. The boys are out to make a real name for themselves.

"Tommy" Hartley says that about the first of the year he will get himself a new Plymouth.

### DIVISION TWO

Warren Beck, Mechanical Inspector at Seventh and Broadway, has been absent the past week or so on account of sickness, but is again back on the job.

P. W. Brown of Division One has been working Mr. Beck's shift during his absence.

T. P. Dempsey, an old timer from Division Four, is the new watchman, temporarily relieving James Carmichael, who has been absent a few days.

George Lathom, another old Division

Two Car Repairer and ex-trainman, paid us a visit on November 25th. He was surprised at the many changes. Delighted to meet some of the old timers. George has been with the Pacific Electric in the harbor district since leaving here.

Wishing you all a very Merry Christmas and a Happy and Prosperous New Year.

### DIVISION THREE

Boyd Walters took a trip to Death Valley. Says it's sure a swell trip.

Division Three Car Barn has been partly re-roofed. Now for a good rain to try it out.

According to reports, L. Boyer sacrificed a goat for Thanksgiving. A peace offering, eh, Louis?

Tom Hubbard underwent an operation for appendicitis. He has joined the "Speaking of Operations" Club.

Anyone with an attachment for an alarm clock, that works automatically, see C. S. Benkiewicz.

A. O. Roman and Pabst were among the ones that went hunting for quail. Just hunting.

### DIVISION FOUR

Mahlin Johnston and wife spent Thanksgiving visiting friends in San Francisco.

George Kamika (Hawaiian for Smith), Orris Howard, and families, enjoyed a trip to San Diego.

Stewart Marsden is our newest member. Good luck to you in your new duties, Stewart.

Joe Campbell is home from the hospital recuperating from a wrenched back. We hope to see you back on the job soon, Joe.

We're glad to report that W. J. Haas, who recently underwent an operation, is improving nicely.

N. A. Kellar and wife had the misfortune of being in a serious automobile accident Saturday evening, November 16th. Both are at present confined to the California Hospital. We regret to report that although Nathan will be able to leave the hospital in the next few days, it will be several weeks before he will be able to resume his duties. Mrs. Kellar will probably have to remain in the hospital for several weeks.

As this is the last issue of Two Bells, until the New Year, Division Four takes this opportunity to wish all a Merry Christmas and a Successful New Year.

### DIVISION FIVE

Division Five has a new circuit breaker tester. "Just like a new Dodge, with that floating power, and those rubber tires", said a new Dodge owner. He might have added, "and it has to be towed". We hope he doesn't crash it into something, as he did his new Dodge.

Some people believe in having more than one vacation. Now Alport, for example; he is a "fry cook", why he can just "fry" anything that can be fried. Ask him sometime.

Ed Hess has bought a lot and house in Lennox and is going to try to move one to the other. He thinks he will try moving the house first, but if it doesn't work, well, anyway, he is going into the chicken business in competition to Wheeler Ellis.

Wheeler Ellis and family had a house

warming in their new home in Lennox and among the presents received were 14 baby ducks. Quite a nice start, we would say. But please don't bring any baby goats, as they are not appreciated and will not be accepted.

Gail King seems to be the lucky lad at this place. His father purchased a Ford V-8 for Gail to ride around in.

Andy Duncan has most of the patches off now. In case you don't know what it's all about, Andy was impersonating "The Man on the Flying Trapeze" and took a spill.



H. I. SCHAUBER

Charlie Harwood celebrated his wife's improvement by getting sick himself. He is now recuperating from a threatened attack of pneumonia.

Pat Rooney has been on the sick list for some time. Hurry back, Pat, Dan Adams does not take very good care of your flower garden.

Frank Bache has returned to work following a very successful operation on his eyes.

After nearly four months on sick leave, Fred Ellermeier has returned full of pep and vigor.

Carle Hefington spent a couple of days on sick leave. His old pal, Deacon Chavez, put a jinx on him. Carle promises the Deacon something more substantial than a jinx if the curse is not removed.

Bill Bramlett's father, who is Chief of Police of a town back in Oklahoma, proved the better man in a terrific encounter with a man he had arrested. Bill's father is recovering in a hospital but his assailant went to the morgue.

"Skipper" Sparks won a couple of free rides on the Goodyear Blimp as a door prize at a recent dance. The funny part of it is he used the darn things, taking along his son, Stanley, for a trip over Hollywood.

Beryl Rodifer showed up in the Yard the other day with a shiny new automobile. Provident Fund, Rody?

Al Thurman and Carl Kennedy do not require water to do their fishing. They made quite a haul the other day at 116th and Vermont.

"Bowler" Fleming knocked 'em over the other night with such disgusting ease and accuracy that he carried home a nice Thanksgiving turkey, scoring a neat 224 that sorely disappointed a team mate who had planned his dinner from the same bird.

Charlie Plume, and family, made good use of the Armistice Day holiday by making a trip to Boulder Dam.

Was Heyward Dyer's face red when he found he was not alone while talking to a lady on Washington Street the other day!

Clarence Hogg, Night Storekeeper at Vernon Yard, is nursing a nice little cold that he hopes will ease off a little, and SOON.