

Two BELLS



ARTS & IDEAS

TWO BELLS

A Herald of Good Cheer and Cooperation

Published Monthly for the Employes of the Los Angeles Railway

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Number Two

JANET C. McNEILL - - - - - Publicity Manager and Editor

Gets Bigger Job



E. R. Dye, New Manager of Transportation. Mr. Dye's office was a bower of flowers presented him by his many friends and well-wishers in the Lary family.

Ernest R. Dye, Operating Superintendent since January, 1930, was appointed Manager of Transportation, effective February 1st, to succeed R. B. Hill, retired.

Mr. Dye started with the Los Angeles Railway in 1899 and is entitled to be called one of our "old timers". He bucked the board for a while and finally got a regular run as conductor out of Division One. He was later transferred to Division Five. He became extra student instructor at Division Five in 1919, regular instructor in 1920 and was made Superintendent of Division Three in February, 1921. He exchanged Divisions with Superintendent Ferguson of Division Five in 1927. In January, 1930, he was made Operating Superintendent.

Mr. Dye has made good in every job given him and has won the confidence of the men who worked for him and the respect of all those who con-

tact him. We are all sure he will make good on this new job, and he has the best wishes and hearty cooperation of every member of the organization.

When Bob Hill decided that on account of his impaired health, it was best for him to retire from the job he has so ably held for so many years as head of the Transportation Department, there was a deeply sincere regret in the hearts of every man and woman that worked for him and with him in the service.

As Manager of Transportation and in the various executive positions he has held while on his way up the ladder, Mr. Hill has always had the loyalty of his men and will always retain the real affection and respect of those who were privileged to be close to him. We will miss him a lot and hope he will not forget us, but will come up and see us often.

IMPORTANT!

Division Meetings will be held commencing February 18th as follows:

Division One—February 18th.
Division Three—February 19th.

Division Four—February 20th.
Division Five—February 21st.

The meetings will be held at 10:00 A. M., 2:00 P. M. and 7:00 P. M. Speakers will have messages of great importance to all trainmen.

Information Available

Mr. Haskins, President, has a complete scrapbook prepared from newspaper and magazine clippings covering the relationship of this Railway to the NRA and the National Labor Board. This scrapbook is available in Mr. Haskins' office to other departments of the Company.

Back from Illness

Bud Eaton, Engineer of Way and Structures, was seriously ill for two weeks. He is up and about once more and back on the job but, while feeling much better, he has not yet entirely recovered.

Safety and Courtesy

January Results

Division	Number Displaced	Number Displaced More Than Once	Number of Men Participating
1	120	50	350
3	61	9	421
4	97	21	490
5	86	15	431
Coach	29	4	216
L. A. Motor Coach	49	10	254
Totals	442	109	2162

Surprises in Ebb and Flow of Travel

By H. A. PERRYMAN, *Statistician*

Within the city limits of Los Angeles dwell more than a million and a quarter people. Day in, day out, without cessation this vast multitude of people are ever moving to and from upon their daily business. So intent are we upon our own affairs, so accustomed have we become to the ever moving throngs around us, that we take but little notice of the constant flow of traffic by which we are continually surrounded.

The Los Angeles Railway has for many years provided the means of transportation for a great part of all this activity, and thousands upon thousands ride daily upon our cars and coaches. Without mass transportation the streets could not hold the traffic that would be required by individual transportation, for there is a limit to the number of vehicles that can pass down a street at one time.

The ebb and flow of travel on our lines is a matter of constant interest and surprise. The number of passengers who board our cars varies considerably from day to day, from week to week, and from year to year. No one can predict what the next day will bring, for there are many influences that affect the movements of great masses of people.

The day of the week, the season of the year, the prosperity of the city, the events of the day, and even the weather, all play their part in swelling or shrinking the sensitive movement of people.

Generally speaking, on Sunday we carry about one half the number we carry on week days. Monday is the high day of the week, for many people go shopping for the bargains they noted in Sunday papers. On Tuesday we will carry from 40,000 to 60,000 less than on Monday. On Wednesday from 10,000 to 20,000 more than on Tuesday. Thursday is another shopping day, and almost as many will travel as on Monday. Friday is the lowest day of the week except Saturday, which will be from 80,000 to 100,000 lower than Monday. Not many years ago Saturday was the highest day of the week.

But any of these days or even the whole week may also be affected by the weather. If the weather is cold with the temperature below 50 degrees some 20,000 fewer passengers will be carried. If the weather is fair, with temperatures running above 70 degrees, an equal number more will ride. When rain falls, we may lose as many as 150,000 passengers, depending on how hard and at what time it falls.

When the weather is hot, with temperatures rising above 85 degrees, a loss similar to cold weather will result. Cloudy or threatening weather, high winds and torpid days, all cause a shrinkage in travel.

Bank holidays and election days cause considerable decreases. Dollar Days, conventions, fiestas, and unusual events such as the visit from the Zepelin, will increase travel by as many as 50,000 passengers. On the day of the Electrical Parade at the Coliseum, during the Shrine Convention in 1929, more than 120,000 additional passengers were carried. The day after the earthquake in 1933, 150,000 fewer passengers were carried than on the previous day, which already showed a loss of 50,000 on account of the closing of the banks.

Besides these day by day fluctuations, the number of people who travel will be affected by the season of the year. From the beginning of the year up to about the middle of March, the general level will show a steady increase. After Easter, travel will gradually decline until the public schools close for the summer holidays at the end of June. During July and August, many people take vacations and travel is at its lowest ebb during these two months. After Labor Day the Fall movement begins. If the business in the city is good, if it is a prosperous year, the general level will be higher than it was during the Spring; if it is a year of depression, the general level will be lower and will continue to decline until better days return.

During the years of the depression when the business of the country was declining month by month and year by year, fewer and fewer people traveled on our lines. From the Fall of 1929 to the Spring of 1933, each seasonal movement was consistently lower than the year before, and travel reached a level which a few years before would have seemed beyond belief. With the turn in the tide of business the activity of the people began to increase, and travel once more shows signs of steady recovery. It may be a long time before we reach the level of the former days, but the dawn is breaking—we are on our way.

At Desk Again

Ben Schupp, our Purchasing Agent, who was off for several days with a bad cold, has returned to his duties and is feeling much better.

We Make Amends

Superintendent Dickey is kicking because he says we have not been giving his Division a break. To offset this criticism we are herewith broadcasting that during the entire year of 1934 Division Five had the lowest percentage of accidents to the car mile of any Division on the system.

The cars of Division Five traveled more car miles than any other Division. For instance, in October, 1934 the cars of Division Five traveled 104,465 more miles than the next Division, or approximately four times the distance around the world.

Bull's-eyes and Misses

The Los Angeles Railway Rifle and Pistol Club held its regular meeting on January 10th, for conducting business and electing officers for 1935.

Geo. L. Riggs, Night Dispatcher at the 16th Street Garage was elected President; R. J. MacMillan, Substation Operator, Vice-President; Leslie F. Sparks, Secretary; Robt. L. Bass, Treasurer and Al Rohrbeck, Executive Officer.

The boys from The Los Angeles Motor Coach Company have withdrawn from our Club and formed their own. They will be good competition for us as we will have to do our best to keep up with them. Good luck "LAMCOS" and may your teams win lots of cups.

In spite of the loss of the 22 members from the Los Angeles Motor Coach Company, we have kept up a membership of 28 and several more of the boys will be in when they can to pay their dues. Every Sunday morning you can find a group at one or the other of the Pistol Ranges which we are permitted to use by the Police Department. The Police Department has worked with us in every way and deserves a lot of thanks.

The California National Guard has given us permission to use their Rifle Range at Spadra whenever it is not in use by the troops. The first date available will be in the early part of March. When that time comes all members will receive notice and we will get up a bunch and go to Spadra and try our luck and skill. In the meantime we will have to find our own ranges on which to practice.

Through our affiliation with the National Rifle Association we can get rates on guns and ammunition. So if any one is interested come down to a meeting or get in touch with any officer or member of the Club and we will be glad to welcome you.

LESLIE F. SPARKS, *Secretary*.

Caught by Candid Camera



Stuart Neary, of the Legal Department, is on his feet explaining the whys and wherefores of the legal side of the labor situation to the boys pictured on the opposite page. From left to right, seated, F. C. Patton, Assistant Manager, F. Van Vranken, Manager, of the L. A. Motor Coach Company, and C. O. Morse, Superintendent Motor Coach Division, 16th Street.

Bowling

By J. H. McCORNACK

Our Bowling Club says that Lady Luck is smiling upon them but this is not true. They are earning some points now by accurate rolling and are taking these points from the best teams in the League.

George Oliver really started things rolling when he prompted the idea of paying nickels for doubles and now wishes he had never thought of it. Wesley Nolf's score was the result of buttoning up his vest. Doyle and Bock admit that they are just there to fill up the score sheet and how they fill it up! Capt. Ed Fleming holds his average down by shooting seven consistent strikes and then missing a one pin spare.

Our boys may not be able to pick up first place honors by the time the season ends but they say that there is nothing to keep them from trying to.

Coach Divisions Listen to Talks

Starting the new year off with a bang the regular periodical meeting of coach operators, conductors and supervisors of the Los Angeles Railway Motor Coach Division and the Los Angeles Motor Coach Company was held at the Coach Division January 8th.

After the meeting was called to order by Mr. F. Van Vranken, Manager, a flashlight picture of the entire assemblage was taken by our Company photographer. It was noticed at the time the powder exploded that several of the older employes ducked slightly, remembering, perhaps, the stirring days of 1918 when good ducking was considered an art.

A very delightful heart to heart talk was given by Mr. Van Vranken, touching on such points of operation as missouts, handling of passengers, traffic regulations, accidents, safety and courtesy, and especially pointing out to the men the necessity of treating the traveling public with courtesy and respect, for after all, they are the ones who finally pay our wages.

Mr. J. Stuart Neary, our Company attorney, was then introduced and gave a very interesting talk on the labor situation which now confronts our Company. He especially explained to the men the various steps leading up to the decisions rendered by the Regional and the National Labor Boards.

Give so much time to the improvement of yourself that you have no time to criticize others.

V. F. W.

Southwest Post No. 2828 Veterans of Foreign Wars, started the New Year at their meeting January 2, 1935, by launching what promises to be the largest year's program of activity in the short, but active history of the Post.

The biggest thing on our program is our Membership Drive, starting January 1st, and ending March 31st. The Post was divided into two teams, with O. J. Moser of the Line Department heading one team, and George H. Stone, Motorman of Division Five, heading the other team. The winning team of the contest will banquet at the expense of the losers.

In order that many ex-service men, who are not members of the V. F. W. may become acquainted with the Veterans' of Foreign Wars, the Post decided to have an open meeting on Wednesday, February 20th, at our Hall at 8463½ South Vermont Avenue. All ex-service men and their wives are cordially invited to join the Post and Auxiliary on this night. There will be a patriotic program and entertainment to round out the evening.

All you Vets bring your wives and come out on this night and become acquainted with the organization that has been fighting the battle for your disabled comrades, and that has consistently led the battle for adjusted compensation and payment of adjusted service certificates ever since the war ended.

Captain A. O. Gregg delivered a stirring address on the flag and the activities of communistic organizations and outlined our Americanization pro-

gram for the ensuing year.

The Department of California and Nevada recognized the work of the Post by appointing Past Commander O. J. Moser Department Deputy Inspector; Senior Vice-Commander E. M. Cavanaugh, Department Color Bearer, and Commander R. R. McFall, Chairman of Inner Post Relations Committee, for Los Angeles County.

G. H. STONE,
Junior Vice-Commander.

George Campbell Passes

Officers and employes of the Company were saddened to learn that George E. Campbell passed away on February 2nd after putting up a gallant struggle to regain his health.

Mr. Campbell was Chief Draftsman in the Engineering Department, entering the service of the Company as a Draftsman in that Department in July, 1906.

He was a native of Philadelphia, Pennsylvania, and was a member of the American Society of Civil Engineers.

Funeral services were conducted at 4 P. M., Wednesday, February 6th at the Church of the Redeemer. Bishop W. B. Stevens, assisted by the Reverend Charles Baker and Reverend E. Raymond Jones, officiated. Forest Lawn Mortuary was in charge.

We all wish to extend our sincere and heartfelt sympathy to Mrs. Campbell, and to the son and two daughters who survive our popular former fellow-worker.



Bus Operators, Conductors and Supervisors listening to speakers at recent meet.

Vets Elect

The Annual Election of Officers of the Los Angeles Railway Veteran's Club was held at Patriotic Hall Tuesday, January 29th, and the following officers were elected to serve for 1935:

Commander, Andy Duncan; First Vice-Commander, R. C. Frost; Second Vice-Commander, S. L. Wickham; Adjutant, H. F. Nelson; Sergeant at Arms, L. E. Barkeley; Finance Officer, R. C. Hoyle; Chaplain, C. J. Jackson.

Commander Duncan made the following appointments: Division Commander, Division One, W. V. McCafferty; Division Commander, Division Three, J. M. Scantlen; Division Commander, Division Four, R. H. Manning; Division Commander, Division Five, E. M. Lynn; Division Commander, 16th Street Motor Coach Division, O. J. Moser; Color Bearers, L. Clark and S. O. Boen; Color Guards, E. A. Moxley and one more to be named later.

Past Commander Madigan was appointed as Chairman of the Entertainment Committee.

Those members present were divided into two teams captained by O. J. Moser and C. W. Hannon and they will carry on a very hard campaign for new members, the contest to last until May 1st. The losing team is to pay for a dinner to the winners.

The date for installation of officers was set for Saturday, February 23rd, if there is any change in date you will all be notified by bulletin.

H. F. NELSON, *Adjutant.*

Mechanical Meets Inspire Interest

Plan Course of Conference Studies

The regular monthly meeting of the Foremen and Supervisory forces of the Mechanical and Automotive Departments was held on January 12th, with W. T. Brown as chairman of the day.

The meeting was called to order at 8:30 A. M. with a few brief remarks; H. E. Jordan then explained the subject to be used by our guest speaker at 10:30.

F. T. Burchett spoke on the subject of Accidents, calling attention to our regular Accident Charts which are posted in each department, and particularly to the increasing number in several departments.

W. T. Brown gave a brief review of the past two and one-half years, covering the employment of approximately 150 new men during that period.

J. L. Clarke called attention to the remarkable increase in mileage per equipment failure, which he considered had been accomplished through the monthly meetings of the Foremen.

A. L. Davis read a paper from a magazine published by Lone Star Gas Company, entitled "Looking Ahead Ten Years."

The regular subjects of the meeting, viz:

- (1) A good system to use to break in new men.
- (2) A good follow up system of instruction; how it should be done, and who should do it?
- (3) Would you suggest an examination before moving to a higher

class?

- (4) How would you select and train men for prospective supervisory work?

were then taken up and papers read on the subject by the following: H. K. Conacher, I. C. Gordon, H. A. Longway, D. Rishel, J. M. Spearing, Ray Anderson, and Floyd Nolf.

The papers are well worthy of comment, as they were written and spoken of in a manner that showed the questions had been given considerable thought by the speakers.

Doyle Rishel announced the next regular monthly meeting of the Foremen's Club of Los Angeles, inviting anyone present to attend and enjoy the meeting.

After a short intermission, the meeting was again called to order, and Mr. Jordan introduced the speaker of the day: George W. Mackenzie, Assistant Supervisor of Trade and Industrial Education, Los Angeles City Schools.

Mr. Mackenzie spoke at length on the subject of Aid from the Federal Board for Adult Vocational Education, explaining the plans that were available to groups of men for improving themselves by a course of conference meetings.

A vote was taken, and it was unanimously agreed to proceed for the next several weeks with this plan, and the first of a series of weekly meetings was held on Saturday, January 26th.

Meeting adjourned.

J. E. STEENROD, *Secretary.*

Square and Compass Doings

The King is dead.
Long live the King!

The annual election of officers of the Club was held on Saturday, January 16, 1935 and approximately eighty-five loyal members were present to cast their ballots for the various elective offices to be filled.

By way of something different, as was promised by the Entertainment Committee, a semi-kosher dinner was provided by the S. & Y. Restaurant, and those present enjoyed this new departure to the utmost, many requests being made that the February meeting be held at the same place.

In accordance with these many requests, arrangements have been made with the management of the above named restaurant to provide the February dinner, the first to be held under the new regime.

While your Scribe was unable, due to a slight indisposition, to attend the January meeting, numerous reports have reached him that the meeting was a huge success.

The meeting witnessed the retirement of our two-year President, Bill Morgan, who is now a "has been" and will hereafter be known as "X-President Bill." His successor, Oscar Elrod, whose picture we are privileged to run on this page, will have a busy year ahead and promises several innovations in the line of entertainment, so it behooves each and every member to get behind our new President and support him one hundred per cent to the end that the year 1935 will surpass all previous efforts. This, of course, is a large order and the whole-hearted support of the membership is necessary to enable Oscar to put over his program.

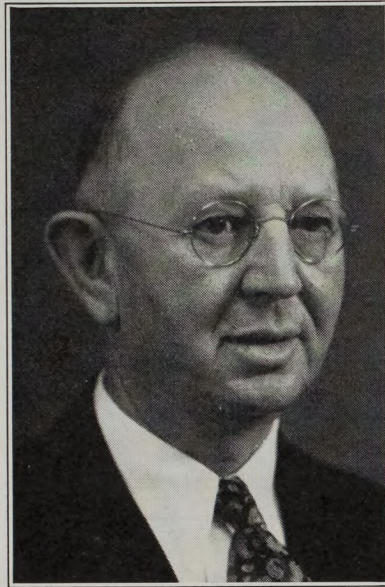
Our new Vice-President is none other than W. H. Morgan of Division Five, formerly of the Entertainment Committee. His schooling on that committee will enable him to serve as an able assistant to the President.

Walter Born was elected to succeed himself as Recording and Financial Secretary, these two important offices being combined by the retirement of our former Financial Secretary, Wm. B. Mott, who, due to other activities was forced to retire from active office.

Lloyd B. Yeager as Treasurer will watch over the financial affairs of the Club and we know of none better fitted for this important task than Lloyd.

A change has been made in the Entertainment Committee and, while Walter E. Whiteside is still Chairman, he will have two new assistants this year, namely _____?_____. More on this later.

New President



Oscar Elrod

From the array of talent named, we can look forward to another successful year, so fellow members give the new officers your hearty support by prompt payment of dues and attendance at each meeting.

Now to touch briefly on the retirement of Ex-President Morgan. For once in his life Bill was speechless, the reason being a little gift of appreciation from the membership. Brother T. Y. Dickey was called upon to present Bill with a beautiful Masonic ring, set with a diamond and properly engraved, which will be a life-time remembrance of the many friends he has made during his term of office. Accompanying this was a beautifully bound list of signatures of the members, which in itself, is a work of art. Brother Leslie "Let's Ad-journ" Sparks next presented to Bill as a souvenir of the occasion, a snake-wood gavel, the hardest wood known. This had a silver plate inscribed "Wm. M. Morgan, President, Los Angeles Railway Square and Compass Club, 1933-1934." No doubt Mrs. Morgan could find a good use for the gavel should the occasion ever present itself. Look out Bill, that wood could raise an awful bump! After the presentation Bill was called upon for a few remarks and we quote below exactly what Bill said. Quote: "

." End of quote.

Very interesting, don't you think? But at that Bill, we can't blame you,

for once in your life you were flabbergasted, or something. Well, so much for that!

Brothers, make up your minds now to attend the monthly meetings regularly during 1935. We assure you of an enjoyable evening on the third Saturday of each month. May we count on your hearty co-operation?

COMPASS POINTS

The writer wishes to take this opportunity of correcting an item appearing in the last issue of Two Bells. It appears that a Mr. Jack Wilson and wife were presented with a son and heir on New Year's Day, at least a notice of such an event appeared in the daily papers. Thinking to get even with the writer at one foul swoop, an individual, name unmentioned, submitted the item to the editor of Two Bells with the result that same was printed verbatim, ruining all my chances. The ladies have been very distant since this item appeared in print. Strange as it may seem there is more than one Jack Wilson in town. This one is still a bachelor, but I am hoping that Leap Year will bring results.

Swede Goes Kosher. Herbert H. (Don Pedro) Peterson, Chairman of the Auditing Committee, a true Svensk, went Yiddish in a big way. He ate and enjoyed everything in sight.

Elmer (late as usual) Wood left early. We hear her name is Eva.

Of course you have heard of Diamond Lil? Bill Morgan's daughter Evelyn has a new one, she calls her dad Diamond Bill. Very appropriate, don't you think?

The writer is still working on President Elrod with a view to having the duties of Scribe assigned to somebody else—so, dear reader, have patience.

Delivered to the House of Whiteside, on Monday, January 21st, a baby girl, weight seven pounds, fifteen ounces, ringside. Congratulations Dona and Walter, and thanks for the cigars.

A stranger was noticed at the last meeting and when he lifted his face out of the soup plate, he was discovered to be none other than Clarence Zuber.

W. A. Jermy and Bill Taylor were in a huddle for quite a while, we learn that they were explaining to each other Bill Morgan's joke about Rin Tin Tin. We expect to hear laughter any day now.

For once in his life Ely Fletcher

(Square and Compass—Continued)

behaved himself. He seemed lost without Scotty—stoo bad!

Herb Peterson was wrong again, as usual. He called our new President Oscar Curtainrod, a slight discrepancy. Herb, the name is Elrod.

Walter Born misses half that is going on at the current meeting for the reason that he is too busy writing up the minutes of the previous meeting. Better mend your ways, Walter.

Funny how clannish Substation Operators can be. Several of the fellows were seen huddled together all evening. "Watts" the idea fellows?

Wonder what made P. B. Matthews blush? Was it a guilty conscience or did he object to being observed under the circumstances?

Albert G. Rex and Raymond B. Smith were re-elected to succeed themselves to the offices of Chaplain and Marshal, respectively. We know that these important positions will be well taken care of.

Ex-President Morgan wishes me to thank the brothers, one and all, including those who were unable to attend the January meeting, for the very beautiful gifts received by him and mentioned elsewhere. Bill is a man of few words, but in this case they are straight from the heart.

Leo Bean and Charlie Polchow were on their good behavior Saturday night. Guess they wanted to make a good impression—they acted like a couple of teacher's pets.

Our old time friend Heinie Messner of the Line Department, stole the show. For some reason or other he was very popular. Can Heinie take it?

See you on February 16th!

Fraternally yours,

JACK K. WILSON,
Director of Publicity.

Why does our "Gay Deceiver", who claims he is in the "autumn of life", write apologies for himself? We hope to have a picture of "Junior" for the next issue of "Two Bells".

"Brotherly Love".

Notice to All Employees

The wife of L. F. Pruitt, Flagman, Transportation Department, died January 17, 1935. Mr. Pruitt was paid under Wives' Death Benefit Fund Assessment No. P-79. Deductions were made on payroll ending January 31, 1935.

R. A. PIERSON,
Superintendent of Personnel.

Baseball Season Opens

The first game of the 1935 Baseball season will be played on Sunday, March 17, 1935, at Vernon Yard Baseball Grounds.

There will be three games each Sunday, the first at 10:00 A. M., the next at 12:30 P. M. and the last at 3:00 P. M. There will be seven teams in the League, being increased this year by a team from the Los Angeles Motor Coach Company, and one team will lay off each Sunday. This will bring the end of the season August 4th.

In case it rains the schedule will move up one week and all ties will be played off at the end of the season.

Following is a copy of the schedule which has been approved by the Team Captains and Managers.

SCHEDULE OF GAMES

1935	10:00A. M.	12:30 P. M.	3:00 P. M.	Off
Mar. 17	Div. 1 vs. Div. 3	Virgil vs. Ver. Yd.	Div. 4 vs. Div. 5	Coach
Mar. 24	Coach vs. Ver. Yd.	Div. 3 vs. Div. 5	Div. 1 vs. Virgil	Div. 4
Mar. 31	Div. 4 vs. Virgil	Div. 1 vs. Coach	Ver. Yd. vs. Div. 5	Div. 3
Apr. 7	Div. 5 vs. Div. 1	Div. 4 vs. Coach	Ver. Yd. vs. Div. 3	Virgil
Apr. 14	Coach vs. Virgil	Div. 1 vs. Ver. Yd.	Div. 4 vs. Div. 3	Div. 5
Apr. 21	Div. 4 vs. Div. 1	Div. 3 vs. Coach	Div. 5 vs. Virgil	Ver. Yd.
Apr. 28	Div. 5 vs. Coach	Ver. Yd. vs. Div. 4	Virgil vs. Div. 3	Div. 1
May 5	Div. 4 vs. Div. 5	Div. 1 vs. Div. 3	Virgil vs. Ver. Yd.	Coach
May 12	Div. 1 vs. Virgil	Ver. Yd. vs. Coach	Div. 3 vs. Div. 5	Div. 4
May 19	Div. 5 vs. Ver. Yd.	Virgil vs. Div. 4	Coach vs. Div. 1	Div. 3
May 26	Div. 3 vs. Ver. Yd.	Div. 5 vs. Div. 1	Coach vs. Div. 4	Virgil
June 2	Div. 4 vs. Div. 3	Coach vs. Virgil	Ver. Yd. vs. Div. 1	Div. 5
June 9	Div. 5 vs. Virgil	Div. 4 vs. Div. 1	Coach vs. Div. 3	Ver. Yd.
June 16	Div. 3 vs. Virgil	Div. 5 vs. Coach	Ver. Yd. vs. Div. 4	Div. 1
June 23	Virgil vs. Ver. Yd.	Div. 4 vs. Div. 5	Div. 1 vs. Div. 3	Coach
June 30	Div. 3 vs. Div. 5	Div. 1 vs. Virgil	Ver. Yd. vs. Coach	Div. 4
July 7	Div. 1 vs. Coach	Ver. Yd. vs. Div. 5	Virgil vs. Div. 4	Div. 3
July 14	Div. 4 vs. Coach	Ver. Yd. vs. Div. 3	Div. 1 vs. Div. 5	Virgil
July 21	Div. 1 vs. Ver. Yd.	Div. 4 vs. Div. 3	Virgil vs. Coach	Div. 5
July 28	Div. 3 vs. Coach	Div. 5 vs. Virgil	Div. 4 vs. Div. 1	Ver. Yd.
Aug. 4	Div. 4 vs. Vernon Yd.	Div. 3 vs. Virgil	Div. 5 vs. Coach	Div. 1

The Captains and Managers so far elected are:

Division One: E. R. Rath, Manager; R. B. Means, Captain.

Division Three: B. E. Johnson, Manager; L. B. Meek, Captain.

Division Four: Billy Vejar, Manager and Captain.

Division Five: Roy Platner, Manager; O. E. Lund, Captain.

Vernon Yard: W. P. Capps, Manager.

The other teams have not held their elections yet but as soon as they have the news will be published in Two Bells together with any change in the schedule or any other news of interest. Bulletins will be posted in the various Carhouses and Coach Divisions.

This coming season promises to be bigger and better so oil up the old hack and be sure to bring the family to the Vernon Yard Ball Park. The entrance is on Pacific Blvd., and don't forget that Pacific is a one-way street so drive south on Pacific to 46th Street, then north to the Yard Gate.

Come early and stay late as the teams will give a better show if there is a crowd to cheer them on. Refreshments can be had at the game.

LESLIE F. SPARKS, League Manager.

Georgette Irene Howard, who will be seven in March and is in the B-2 grade in school. She is the daughter of H. Howard, Operator on Line "2" of Division Four.



Doc Stork Calls

One of our newest Scribes, Walter Whiteside of the Electrical Department, furnished us with the most exciting announcement last month.

On January 21st a seven pound, fifteen ounce baby girl was brought to his home by the famous Dr. Stork.

The little one is Mr. and Mrs. Whiteside's first child and she has been named Dorice Carole. Mother and daughter are doing fine.

Congratulations, Walter.



Part of Happy Throng at Safety and Courtesy Banquet

The big banquet in honor of the winners of the first Safety and Courtesy Contest was given on Friday evening, February 1st, at Masonic Temple.

This event has long been looked forward to by those who were to participate. It was due last November at the end of the first Safety and Courtesy Contest period but, owing to various conditions with which we are all familiar, it was postponed until February 1st.

One hundred and five men won the contest—five conductors and five motormen from each of the Divisions, five safety operators from Division One, ten coach operators from Sixteenth Street and ten from Virgil and Santa Monica. These men, with their wives or sweethearts, were guests of the Company for the banquet and stage show.

Mr. Richard H. Hilf, Chief Special Agent, acted as toastmaster. He gave a message from Mr. Haskins, our President, who could not be present because of illness. He then introduced Mr. P. B. Harris, Vice-President and General Manager of the Company, who said a few words. He was followed by Mr. F. Van Vranken, Manager of the Coach Division, and Mr. S. A. Bishop, General Claim Agent.

In introducing Mr. E. R. Dye, our new Manager of Transportation, Mr. Hilf spoke feelingly of the recent retirement of Mr. R. B. Hill, former Manager of Transportation, on account of ill health. "Bob Hill", Mr. Hilf said, "was beloved by all who contacted him. He was especially loved by the men who worked for him, and had the loyalty and confidence of them all. He will be sadly missed."

Mr. Dye also expressed his regret at the retirement of his loved friend, Bob Hill, with whom he had served so many years. He congratulated the men present on the splendid record they had made in the recent contest and

asked their cooperation in his new capacity.

Mr. Hilf then introduced Mr. Sam Nock, Secretary-Treasurer of the Company, Mr. J. Stuart Neary, of the legal staff, and Mr. R. A. Pierson, Superintendent of Personnel.

The men who won the contest were asked to rise and take a bow; also the Superintendents, Foremen and Supervisors who were "waiters for a night."

Mr. John Collins distributed the prizes to the lucky numbers.

Harry Tuttle, our genial proprietor of the Company cafe, has put on some fine dinners, but this one outshone them all. Turkey dinner and all the trimmings, wonderfully cooked, wound up with hot mince pie with sauce with a dash of "dash" in it. The tables were decorated with "hearts and flowers"—Valentine Day being not far off. Each lady was presented with a lovely corsage bouquet.

The stage show was one of the kind that only Charlie Means, Traffic Manager, knows how to put on.

Altogether it was an eventful evening and thoroughly enjoyed by all present.

Get busy, boys, and see if you can rate as a winner in the present Safety and Courtesy Contest. You will never miss another of these banquets.

Our Honor Roll

Frank Elmo Griffith, Switch Repairer in the Way and Structures Department, was placed on the Special Roll effective February 1, 1935.

Mr. Griffith entered the service of this Company on January 31, 1911 as a Switch Repairer and remained in that capacity up to the time of being placed on the Special Roll. Stork signing off. Good bye."

BIRTHS

M. B. Bosten, of the 16th Street Coach Division, called at the office to fill out a slip for the Personnel Department. On it he wrote that he is the father of a fine baby girl. She was born January 15th and her name is Barbara Bernice. Mother and daughter are doing fine.

* * *

Those swell cigars at the Garage Office were caused by the arrival of a fine little baby girl at the home of Thomas Jeffries. Judy Eileen was born January 10th and is doing fine. Congratulations and many thanks for the smokes.

* * *

The thrill that sometimes comes more than once in a lifetime! Conductor C. Richmond, of Division One, is the happy father of a new daughter. She arrived on December 3, 1934, and her name is Charlotte Dorothy.

* * *

Conductor Sam Thomason of Division Five checked in on Sunday, December 9, 1934, with news of the arrival of a seven pound fourteen ounce boy. Little Richard Franklin Thomason and mother are getting along fine, and daddy is working every day. Congratulations Mr. and Mrs. Thomason.

* * *

"B-r-r-r-r-r-ring!" (That's the telephone).

"Hello?" (That's us).

"This is Doc Stork" (That's Doc Stork) "reporting very important delivery January 16th to home of Motorman D. W. Painter, Division Four. Plenty girl children in Painter clan so took handsome nine pound boy. Papa very proud, jump up and down, pass out cigars and say he name baby Chieftain Daniel Woodruff, Jr. Doc Stork signing off. Goodbye."

News From Our Sick Folks

By R. A. PIERSON
Superintendent of Personnel

During the month of January, there were 19 employes confined to the California Hospital, which represents 266 hospital days. The cost of the hospital service was \$1, 558.00.

V. E. R. Nordquist, Conductor, Division Four, has been having trouble with his eyes, but the latest report is that he is improving.

J. B. Buchanan, General Storekeeper, has been confined to the California Hospital for some time. He is now on the up-grade, and hopes to be out soon.

F. R. Earl, Conductor, Division Five, who underwent a serious operation recently, is up and around and hopes to be back with the boys soon.

H. H. Leibelt, Foreman, Way and Structures, who had the misfortune to have his kneecap fractured when struck by a bicycle December 27th, is doing nicely.

C. E. Crownover, Motorman, Division One, who has been on the sick list since last November, is gaining weight and feeling stronger.

L. E. Jarman, Motorman, Division One, who sustained a skull fracture last December, is improving, and will be up and around soon.

B. H. Eaton, Engineer, Way and Structures, was a very sick man for several days. He showed up at the office a few days ago, and while we were all glad to see him, we felt that he should have been at home.

R. F. Dwyer, Electrical Repairer, Mechanical Department, is feeling much better and hopes to be out soon.

J. A. Giles, Electrical Repairer, Mechanical Department, has been off on account of rheumatism, but is some better.

E. D. Gaston, Car Repairer, Division Four Mechanical Department, who has been very seriously ill, is greatly improved.

Miss Lucille Evans, Stenographer, Claim Department, has been away looking after a case of the measles. (Child's disease).

C. R. Gilliam, Motorman, Division Five, who was severely burned recently is getting along fine now.

O. B. Landrum, Conductor, Division Five, is out and around after being confined to his bed for some time on account of pneumonia.

J. G. Visser, Conductor, Division Three, had the misfortune to fall and fracture his elbow on the 17th of January. While it was very painful for the first few days, at present he is doing fine.

L. F. Pruitt, Flagman, Transportation Department, is confined to the California Hospital after undergoing an operation. We regret to report the death of Mrs. Pruitt during the time he was in the hospital. His many friends join with this Department in extending our sympathy.

T. J. Trabue, Conductor, Division Three, who has been off on account of rheumatism, is feeling much better and hopes to resume work soon.

O. W. O'Neil, Conductor, Division One, who was injured when struck by an auto, was in to see us a few days ago. He is feeling fine and expects to resume duty soon.

T. H. Perkins, Safety Operator, Division One, who sustained a fractured arm October 24th when struck by an automobile, is getting along nicely, but bones knit very slowly.

R. A. Fuller, Safety Operator, Division One, spent a few days at the hospital for a minor operation, but is now doing fine.

We possibly could tell about most of those who were sick during the month of January easier by stating that there seems to have been a flu epidemic, and while we were very fortunate that there were no casualties, it did increase our sick list very much. In fact, yours truly was confined to bed for several days due to the flu, but thanks to our medical plan, did not have to remain there long.

Regret to report the death of seven employes during the month of January, and the death of the wife of one employe. The seven employes were covered by the Group Life Insurance, and the employe whose wife died was a member of the Wives' Death Benefit Fund.

During the month of January there were 167 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

Effective February 1, 1935, Dr. Chas. V. Emerson, 4172 Whittier Boulevard, was placed on the Medical Panel, and I feel that his location will be convenient for those living on the East side, and also, as Dr. Emerson's residence address is the same, there will be no difficulty in getting in touch with him after office hours.

No doubt, a great many of our employes do not realize that when they are in need of an examination of their eyes for glasses this service is free to members of the Employes' Benefit Fund Plans, and effective February 1, 1935, members may have their choice between two offices. All that is necessary is to secure an order from the Personnel Department, 522 Los Angeles Railway Building.

Veterans Auxiliary

On Wednesday evening, January 16th, the Auxiliary of the Los Angeles Railway Veterans' Club held their annual election of officers for 1935, with the following results:

President, Ella Hoyle; Senior Vice-President, Edith Duncan; Junior Vice-President, Minnie Moxley; Treasurer, Ruby Lynn; Secretary, Ethel Sausser; Chaplain, Theresa Madigan; Patriotic Instructor, Esther Wickham; Conductress, Helen Nelson; Color Bearer, Clara Angel; Standard Bearer, Marie Manning; Trustee, Stella Frost; Guard, Helen Frost; Pianist, Lela Moser.

With the co-operation of the members of the Veterans' Club, the new officers have a most wonderful opportunity to build up the membership of the Auxiliary, as there is a lot of new material available.

Once more, let me urge the new members of the Los Angeles Railway family to send in your applications and join up with a real live bunch.

Sorry that I cannot give you any information regarding the installation of officers, so just ask your husbands to watch the bulletin boards for announcements, as I am quite sure that the Veterans' Club will attend to this matter.

ESTHER L. WILLIAMS.

Your Income Tax

Effective February 11, 1935, George A. Prichard, now on the retired list, will be available to assist employes in making out Income Tax reports in accordance with the following schedule:

2-11-35 to 3-9-35, inclusive, from 9 A.M. to 5 P.M.

Mondays, Division One; Tuesdays, Division Three; Wednesdays, Division Four; Thursdays, Division Five; Fridays and Saturdays, at his office.

3-11-35 to 3-15-35, inclusive from 9 A.M. to 5 P.M., at his office, Room 334, Chamber of Commerce Building, 12th and Broadway, Los Angeles.

E. R. Dye
Manager of Transportation.

A retail dealer in paint goods wrote to a firm in New York City ordering a carload of merchandise. The New York firm wired:

"Cannot ship order until you pay for last consignment."

"Unable to wait so long," telegraphed the dealer. "Cancel the order."

Journey's End

Hal Franklin Henley, on the Special Roll, passed away January 12th. Mr. Henley was born in St. Louis, Missouri and came to work for this Company as a conductor at Division Two on September 29, 1904. He was placed on the Special Roll December 12, 1930. He was a member of M. W. A. No. 9875, Vernon Camp, Los Angeles. Surviving him are his wife and two sons.

* * *

Henry Heilman Rishel, Blacksmith in the Way and Structures Department, passed away January 18th. Born in English Center, Pennsylvania, he later moved to Los Angeles and entered the service of this Company as a truck driver in the Way and Structures Department on November 17, 1915, transferring to blacksmith in the same department on February 16, 1934. Mr. Rishel is survived by his wife, a daughter and a son, Doyle Rishel, who is Foreman of the Garage.

* * *

George Richard Evans, Conductor at Division One, died on January 18th. A native of Pittsburgh, Pennsylvania he entered the service of the Company as a conductor at Division One on October 22, 1913. On August 16, 1919 he left the service but was reemployed on December 18, 1919 as a conductor at the same Division. Mr. Evans is survived by a brother and a sister.

* * *

Ernest Louis Dandurand, Traffic Observer in the Schedule Department, passed away January 23rd. He was born in Montreal, Canada and entered the service of the Company as a motorman at Division Five on August 25, 1915. On June 1, 1922 he was appointed Traffic Observer. Mr. Dandurand is survived by his wife.

* * *

Another one of the real old-timers, William Schultz, on the Special Roll, answered the last roll call on January 26th. He was a native of Blisfield, Michigan. On November 22, 1887 Mr. Schultz was employed as stableman on the Main Street and Agricultural Park Railway. He was appointed conductor on April 1, 1897 and appointed flagman on September 28, 1927. On November 12, 1932 he was placed on the Special Roll. Mr. Schultz is survived by his wife.

* * *

John Gilbert Liles, Conductor at Division Three, passed away on February 4th. He was born in Whitesid, Missouri and has served this Company as a conductor since October 1, 1920. Mr. Liles is survived by two sons.

H. R. E. Association

The regular monthly meeting of the Honor Roll Employees' Association was held at Division Four on Tuesday, January 15th. The matter of holding a Smoker on Tuesday, February 19th was discussed. It was decided to hold such a meeting and to invite as a guest a speaker who would talk on hospitalization.

The following are the dates for regular meetings of the H. R. E. meetings to be held the third Tuesday of each month:

- February 19th, Smoker.
- March 19th, Regular meeting.
- April 16th, Regular meeting.
- May 21st, Regular meeting.
- June 18th, Regular meeting, possibly picnic.
- July 16th, Regular meeting.
- August—No meeting.
- September 17th, Regular meeting and election officers.
- October 15th, Regular meeting, Installation officers.

It was especially requested by James Gallagher, our Vice-President and also Chairman of the Sick Committee, that all members make a note of his telephone number (ANgelus 0722) and also that of the Secretary, Geo. A. Prichard, Office PROspect 8872, Home CApitol 3964) and that either or both of them be notified of any member who was ill. **BE SURE AND KEEP THIS COPY OF TWO BELLS** and mark your calendar so you will be able to attend all meetings, as we frequently need your help in visiting the sick, and for any other matters that may come up from time to time.

GEO. A. PRICHARD, *Secretary.*

Appreciations

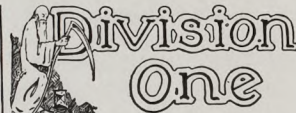
Letters of appreciation for the warm sympathy, assistance and beautiful floral offerings extended to them in their recent bereavements have been received by the Company from: Mrs. Nora Maloney, Mr. and Mrs. Jim Maloney, Mr. and Mrs. Jack Ring and children; Mrs. H. F. Henley and Family; L. F. Pruitt and stepson Boyd Wall; Mrs. Orrie M. Rishel, Doyle Rishel and Delcie Rishel; Marie Dandurand; Mrs. W. Schultz and Family.

Do You Know This Motorist?

In an accident on November 28th, the father of Foy Land of the 16th Street Garage was killed. A passing motorist, driving north on Highway No. 99, reported the accident to a Standard Oil service station attendant one-half mile east of Gorman at about 3 A. M. on the same day. A Chevrolet coupe driven by William Land, crashed into the rear end of a truck and trailer loaded with lumber, resulting in the death of Land.

Mr. Land's family is anxious to identify and locate the motorist. He is described as about 35 years of age, 5 feet, 7 or 8 inches tall, weight 170 pounds, dark complexion with dark moustache.

A detective agency is offering \$50.00 reward for this information and any one having any information may get into touch with Foy Land of the 16th Street Coach Division.



H. N. COLE

Lost, two perfectly good one dollar bills. Finder will please return one to Conductor P. Kelly and the other to Conductor G. J. Stoddard. Just a matter of misplaced confidence.

Little Dolores, five year old daughter of Conductor Ray Kelly, is quick at grasping a business situation. On her way from school she stopped in the grocery and ordered a penny's worth of candy. When called on for the penny, she, in a very business like attitude, remarked, "Just charge it to daddy."

Conductor George Evans, that good old scout who was a friend to everybody and everybody was his friend, passed on to the Great Beyond on January 18th. He had been ill for several weeks and his passing was not wholly unexpected.

With all the green grass in this vicinity going to waste, Motorman A. C. Lomax is reminded of his cattle back in Missouri which he had to practically give away on account of food shortage. He gave up farming and now has a regular run after two months experience.

Favorable mention is in order for Motorman H. L. Echels, who hails from Wyoming; W. F. Curry from Detroit; E. E. Frie, who spells his name that way just to be different; he is from South Dakota; C. E. Green and C. Meacham. All of whom are splendid motormen.

The general choice is all over and there is a bunch of happy men at Division One. A large number of those who were employed within the last two months acquired good runs and are waiting patiently for them to go into effect.

Are the people around Seventh and

Central Avenue honest? Well just ask Motorman O. Daniels of the "U" Line. While waiting to make relief he carelessly threw his overcoat over a letter box while he was resting. He forgot all about it for a whole round trip, which was something over two hours, but it was there waiting for him when he got around to it, just as if nothing had happened. It was a new coat.



The upper picture shows James, six and a half years, and the lower is Robert, four and a half, sons of Motorman C. A. Weaver of Division One. The two boys are great lovers of animals. The cats are twins.

The other Saturday night Conductor J. T. Shelton decided it was about time for an unofficial trip to see Boulder Dam. He took the trip which he describes as truly wonderful, and found everything in good shape. He says it is a trip everyone should take now, and then again after it is finished. Then, he says, one can appreciate the magnitude of the job.

While Conductor M. W. Billingsley and Motorman E. E. Frie were chewing the rag at the terminal, a lady dropped a dime in the box for a coach ticket. The conductor gave her the ticket and asked for her name and address. She indignantly refused, saying "I am a married woman and am particular to whom I give my name and address." Of course after explaining the whys and the wherefores, she willingly complied with his request.

Conductor O. W. O'Neil, who was considerably broken up by a machine several months ago, is able to get around with the aid of a cane. It will be several weeks before he will return to work.

Motorman L. Burnett is out of the hospital again and is able to work a couple of trippers. He spent a good many weeks in the hospital and we are glad to see him O. K. for duty.

Quite a number who have been confined to night duty, will soon be basking in the sunshine of daylight runs. It has been truly said, "It is an ill wind that blows nobody good," or words to that effect.

Sudden change in temperature has put a great many on sick report. At present we have, Conductors W. S. Culver and V. B. Jones; Motormen C. E. Crownover, D. D. Cellars, A. E. Holmberg, J. E. Crawford, H. Dinning and Oscar Daniels.

* * *

Wedding

Conductor M. W. Galbraith and Miss Elsie Marie Hildebrand were happily married on January 8, 1935.

The sympathy of the men of this Division is extended to Flagman Louis F. Pruitt, formerly of Division One, whose wife passed away January 17th.

* * *

The boys of Division One also extend their sincere sympathy to Motorman Lee Roy Spencer whose wife passed away on February 1st.



Division Three

L. VOLNER

On the night of January 22nd all the older men gathered at the Assembly Room to choose a new run. Those not so old made their choice the next morning. There was a new schedule for the "W" Line and many who had been working other lines bid onto the "W". Everyone seems to be well pleased, and especially those who left the extra board.

* * *

Married

Conductor R. F. Ridell tried to keep it a secret, but Motorman P. G. Roberts "spilled the beans" and that is why we are happy to announce the marriage of Conductor Ridell to Miss Frieda Combs of this city on November 10, 1934. They slipped quietly away to San Bernardino where the ceremony was performed, and since that time the groom has been wearing such a pleasant smile that it caused his many friends at Division Three to wonder what had happened. The newlyweds are at home to all their friends at 2617 Isabel Street. Division Three extends best wishes for a long and successful journey through life.

* * *

Operator A. F. Kohler and family are visiting relatives for a few weeks in New Mexico.

He says he is a super-salesman. Conductor S. M. Alexander sold ninety-seven Weekly Passes for one week a short time ago.

After some time off duty on account of sickness Conductor Bob Leckey, that popular man of the "Five and Six," is back on the job, to the delight of his many friends.

Motorman F. Stauss transacted business matters in Salem, Oregon for several days during the past month. Fred says he never saw so much snow in all his life. In places it was as much as fifteen feet deep, but that old Ford rolled right along.

Motorman W. D. Chauncy is the proud possessor of a swelled thumb on his right hand. His friends claim that somebody evidently spoke out of turn.

The flu epidemic has been most prevalent at Division Three during the past month, as is evidenced by the extra long sick list. Even the office force suffered. Foreman Reid, Transfer Clerk Russell and our Stenographer, Mrs. Ruhlin, all were victims of this annual winter visitor. Conductor J. H. Demaree is taking sixty days for an extended visit with friends in New Mexico.

While some did not like all the rain we were having last month, Supervisor Perry of the "Five and Six Line" was tickled

to death with same, for he says, "The more rain, the more wild oats I will have upon which to pasture my horse in my effort to get the animal in condition to make the trip back to Tennessee this summer."

Mrs. F. L. Mountain, daughter of Conductor and Mrs. George Perdew, presented them with a seven and a half pound granddaughter on December 18th. Mother and baby are doing fine.

We wonder who is going to be the lucky fellow because we notice that a certain young lady is proudly displaying a brand new engagement ring. It is quite possible that it will be necessary to hold a run in on the "L" Line for several days in the near future. Guess who?

* * *

Wedding Anniversaries

Motorman and Mrs. R. O. Yarger spent a very enjoyable day on Sunday, January 13th, celebrating their thirteenth wedding anniversary with former Motorman S. I. Spikes and wife whose fourteenth anniversary was on the same date. Mr. and Mrs. Spikes are located on a small ranch in Mint Canyon.

* * *

Superintendent Ferguson received a very interesting letter from T. D. La May, a former conductor of this Division. Mr. La May is now located in Seattle, Washington, and is employed by the Seattle Hardware Company, and is purchasing a home, as he intends to "stay put" for a while. He wants to be remembered to all his old friends.

In speaking of his family, he says it is no larger and it is in excellent health. He says that little Larry (L.A.Ry) has become quite prominent in Seattle. Had his photo in the Seattle Post-Intelligencer with quite a write-up because when he was three years of age he knew the capitals of every State in the Union and the capitals of all the major countries of the world. Mr. La May complimented the men of this Division for staying together during the recent disturbance, and he calls them a "fine bunch of boys." All the boys send their best wishes to Mr. La May and hope he comes to visit us sometime.

Mrs. S. H. Deane is visiting friends in Arizona, and in the meantime Papa Sam and his son and heir are keeping bachelor's hall.

Motorman F. L. Hutchison and wife have returned from an extended visit to relatives in the vicinity of Bakersfield. F. L. says he had so many good things to eat that his waist line is almost back to normal.

Operator S. L. Bragg was called to New York City the past month on account of the illness of his father.

Motorman A. A. Bell made a flying trip to points in western Texas during the month of January, where he visited relatives.

Frank R. Sweet, Sr., aged seventy, passed away January 30th at the Government Hospital at Sawtelle after a few weeks illness. Funeral services were held the following Saturday from Cresse's Funeral Parlors, Highland Park. Interment was in the Spanish-American War Veterans' Plot at Rosedale Cemetery. Mr. Sweet is survived by Conductor L. L. Sweet, Motorman W. V. Sweet, both

working at Division Three; F. R. Sweet, Jr., of the Los Angeles Police Department, and Mrs. Lucile House, of Long Beach. Division Three extends heartfelt sympathy to the bereaved ones.

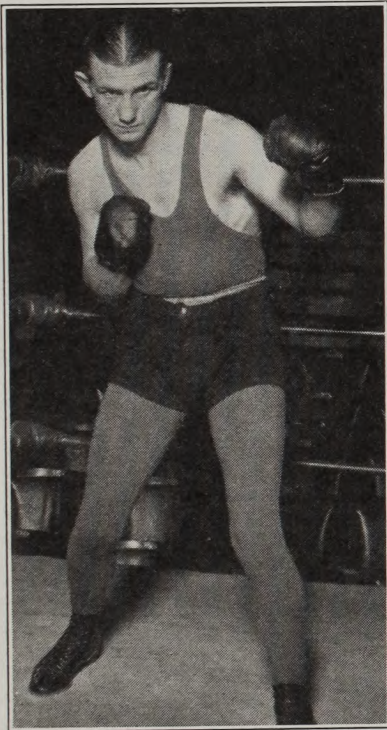


Division Four

C. J. KNITTLE

Industrial peace again reigns in the great House of Lary.

In looking over the host of new trainmen who were recently hired to replace the one hundred and forty-seven prodigal sons of Division Four, it was surprising to discover among us one Erwin Bige, known in boxing circles from coast to coast as one of the game's most promising welterweights.



Erwin Bige

Bige's ring history started in 1921 when, after months of training, he challenged Joe Gillette, a negro lightweight. The result was a draw but the noteworthy fact was that Bige was in the featherweight class at that time. Gillette outweighed him by forty pounds.

In the eleven years that followed, Bige fought one hundred and sixty-four battles. It would be impossible to go into details here but suffice it to say Bige's ring history, a series of decisions and, here and there a knock-out or draw, is above the par of the average fighter.

Bige, it must be remembered, went into the game at the tender age of seventeen. Despite his consistent, rigid training to keep his weight down, regulations gradually put him in the junior lightweight class, then lightweight and eventually in the welterweight.

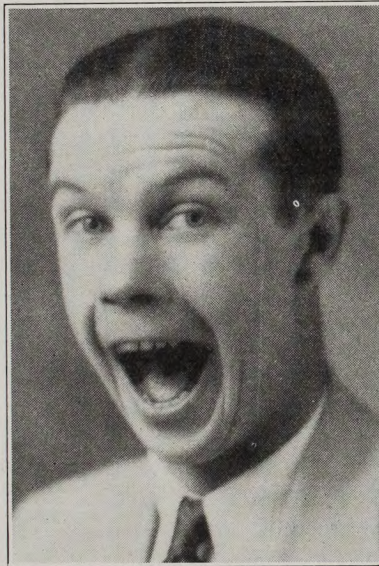
Throughout his career, Bige was al-

ways ready to take the bitter with the sweet. Texas Charlie Cobb took a decision over him. Dummy Mahan licked him. Tony Portillo took the nod over him. Probably a dozen more did the same but on the other hand we find Bige put Jackie Roberts away in three rounds. In other fights he took decisions over Art Francis, Buddy Washington, Joe Contreras, Johnny Romero, Joe Schlocker and three decisions over Ace Hudkins. These, of course, are only a few highlights in the ring life of Erwin Bige.

In 1932 Bige quit the game. Two possible reasons may be given. He wanted to settle down in Los Angeles. Certain rules in the California Boxing Regulations did not appeal to him. Then, too, he had married and, doubtlessly, preferred a less hazardous type of work to provide for his home.

On last December 1st, Bige entered the platform service of our Company and was assigned to this Division.

We welcome you, Conductor Erwin Bige. There's a great difference in fighting and street-carring. You will probably find it more like the work of a referee. May your work here, however, prove agreeable and pleasant, may the overcoming of each little obstacle bring you as great satisfaction as did the hundred and forty (or more) decisions for your work in the ring.



W. C. Fleming

"Ye, Gods! Has Joe E. Brown hired out to be a trainman?" That is the thought that struck us when W. C. Fleming stepped up to the office window and presented his diploma from the Conductors' Training Class for further instruction.

To say everyone was amused would hardly describe the situation, in fact, the chatter of an old maid's convention could not be compared with the "Ohs," "Ahs," "Wowees!" and outbursts of laughter which greeted student Conductor Fleming on his first appearance in the Trainmen's Room. Mr. Skygack from Mars could not have expected a more exciting reception.

When Fleming quit making faces at his

fellow trainmen and the noise finally died down, he was asked, seriously if he was related to the well-known comedian.

"No," he replied, "There is no connection, but Mr. Brown and I are very close friends. I hail from St. Louis, Missouri, and came to Los Angeles in 1929. I've been playing semi-professional ball for the past three years and, incidentally, most of it was on the Joe E. Brown Team at the M. G. M. Studio."

Two weeks later the Division Four Baseball tryouts were held at Vernon Yard. Fleming was among the eighteen men who reported, and did he make it? Yea, verily. Fleming's position is second base. You'll find him there throughout the eighteen weeks series of the Lary League which starts March 17th at Vernon Yard. Watch this lad, men. He's a sensation.

Operator Billy Vejar, who at present is performing the duties of Traveling Instructor, has been selected by Superintendent Wimberly to manage the Division Four Baseball Team this season. This is the shrewdest move that could possibly be made at this time. Mr. Wimberly who, as many of us know, put in several years pitching in the semi-pro field in younger days, knows baseball and, knows Vejar. The best of luck to you, Billy. We feel your appointment is a quick get-away to a triumphant season for the Division Four Team.

On January 2nd, Division Four's half of Line "W," which had been transferred to Division Three during the strike, was returned to this Division.

A general choice of runs was held January 12th. A humorous feature of the shake-up was that Extra Motorman B. M. Deane was slated to move up to position No. 1 on the extra list. On the day of the shake-up, however, the last motorman to receive a regular run was discharged for falsifying his application, so Deane got in on the bidding. One run—to take or leave. Oh, me! Oh, my!

On January 20th a new schedule was received for Line "W." The line shake-up was held January 23rd. Six runs were added.

It has just become known that Motorman G. G. (Pop) Heiser is a second cousin of Amelia Earhart.

* * *

Anniversary

Congratulations to you, Motorman and Mrs. F. J. DeMott on your forty-fourth wedding anniversary which you celebrated February 4th. It is truly a pleasure to convey to you the greetings of 485 Division Four trainmen. May the coming years bring you even greater happiness and good health as you continue life's journey together.

* * *

Conductor F. L. Jefferson, who has had six years of steam roading and nine years of Los Angeles Railway service, was beginning to consider himself a veteran of the rails but a little old lady, boarding his car at 7th and Broadway changed his mind. For no reason at all, the elderly one gave him a scrutinizing "once-over," then walked slowly into the car muttering, "Uhm! Nothing but a boy."

And here's one I overheard one brand new conductor tell another: "I worked

my first run today. It was on the "A" Line and do you know what happened? I was going West from town and calling all the streets with considerable vigor. I noticed everybody had a big smile as they got off. So I decided I must be a pretty good conductor. Then the car stopped again and glancing out I discovered it was the end of the line. Was I embarrassed? I still had six more stops to call."

Motorman A. R. Beck, another new trainman, took a day off January 3rd to motor to the Mojave Desert and enjoy his favorite sport, i. e. starting, stopping, backing without looking in a mirror, making right, left and "U" turns without giving hand signals and thumbing his nose at imaginary traffic cops.

* * *

Wedding

Another belated wedding announcement came in recently. Conductor W. T. Fletcher was the fortunate groom and Miss Florence E. Vogt the happy bride. The event took place December 22nd. Our sincere best wishes are extended the happy couple.

* * *

Th other Friday I decided to cease soliciting Weekly Pass sales on my "A" car just to see how many riders would buy a Pass voluntarily. But never again! Conductor Ed Croughan of Division Three got on and did the soliciting himself. Sold one, too. Con sammit!

* * *

Motorman H. P. O'Gorman returned from a three weeks sick leave January 7th, the result of slipping on the bathroom tile. In falling, H. P. struck the edge of the tub so forcibly two of his ribs were fractured.



FRED MASON

Well boys, with the general choice now over and everybody happy with their new runs, and some of the boys evidently contented with their old runs—as they bid back on them again—we can now settle down to the usual routine. It's good to see so many of the gang staying with each other.

For instance, Conductor Floyd Monnier and Motorman Clarence Greenlea have been working together for at least four years, and are still going strong. "Chilly" Chilcoat and Jim Gregory are still cavorting around together on the "10" Line. Otto Schoff and Casey Jones almost got together again but George Drinkwater happened along just ahead of Casey. Taylor Chase and W. S. VanNest are playing the "U" Line together. Bill Fowler and George Schultz are getting along fine on the "5-6" Line and so are Bill Morgan and Fred Barrett.

"Racehorse" Melick and Murray McConnell have also been together a long time and Murray is still pulling "Racehorse" around with him. Henry Thagard and Jesse Laird insist upon that night run on the "5-6" Line. Oscar Briley and

Louis Hescoock are still together. "Old Timer" Myron Taylor and Bill Atchison are sticking. N. A. Matlock and John Croff are playing the same circuit, with Carl Thompson and R. H. Hutchison working nights together.



It was a hot, sunny day in Los Angeles on Sunday, January 27, 1935, so Motorman Bill Morgan, of Division Five, decided to take the family up to Big Pines in the snow. Here's one of the many snaps he took. In the foreground is Charles Morgan; supporting him is his cousin Helen, and in the background is Mrs. Morgan and her charming daughter, Bernice.

On the "V" Line we find Charlie McCarthy and J. H. Simpson helping each other along, with H. Cannon and W. G. Caldwell backing up the line and C. W. Hannon and George Coulter sticking together. When the smoke had cleared away we found thirty-two extra motormen and thirty-two extra conductors with regular runs, which, of course, cut our extra list practically in half.

If any of you are contemplating a trip out to the race track, before you go, get in touch with Motorman "Tex" Bourland. Tex has had considerable experience with horses, even going back so far as the horse-car days. He not only knows the horses but they know him, and about two weeks ago he went out to Arcadia to look 'em over and play 'em. He attended three meets, but it appears that wasn't long enough for him to renew his acquaintance, as he failed to pick a winner up until the last race, and this is how it was. The horses were going to the post and Tex had his horse picked and went over to the booth to bet \$6.00. With the \$6.00 in his hand and number six in his mind he went up to the window and said "Give me a ticket on number six." Right away the machine clicked and out came the ticket. Tex looked at it and then realized he called for the wrong ticket, he wanted number four. He told the ticket seller that he wanted number four and asked if it could be changed, but that was out as the number six ticket had already been registered and that was that. Well, there was Tex with the race almost ready to start, and him with the wrong ticket. He was about to leave the

window when an old gray-haired man came up and asked for a ticket on number six. Right away Tex grabbed the old boy and told him his predicament, so he bought the ticket from Tex and Tex in turn bought a ticket on number four. Right then the barrier was sprung and the race was on. And here's what happened—number six won and paid \$47.50, and number four was an also ran. So don't forget, see Tex, get his selections, and leave them alone.

Conductor Roy Platner, Baseball Manager, scout, promoter, and what have you, is organizing the Baseball Team for the coming season. Practice will be held every Tuesday and Thursday, from 10:00 A. M. to 12 noon at Harvard Playground, 62nd and Harvard. Everybody interested in baseball is invited to turn out for practice. We have a lot of new material this year and it looks like we are going to have a real good time.

We are glad to see Conductor Tom Trabue up and around and feeling a whole lot better after sojourning at Murietta Hot Springs, and here's hoping that he will be able to get back on the job shortly.

It's good news we hear of Motorman C. R. Gilliam who was badly burned last month. While he is still in the California Hospital, he is getting along fine and that very dark complexion he acquired is leaving him and it is said he will come out without any scars. The night of the general choice he was able to hit the phone and say "I'll take work run number 77," which he got. We all join in wishing him a speedy recovery.



Helen Cuthbert, daughter of Motorman David Cuthbert of Division Five.

Conductor R. R. Ferguson is getting around with the use of crutches, the use of which was on account of his tripping over a switch.

* * *

Married

It was Friday, January, 1935, when one of the new boys at Division Five, Motorman Leslie F. Schmidt by name, just had to be off. Things were tough and it looked like he was not going to make it and he was so informed. "But," said he "I've got to get off, I'm going to Yuma, Arizona". "What are you going to Yuma for?" he was asked. Then with a twinkle in his eye, he said "I'm going to get married". "You're off", came back the reply, "and make out the accident report when you get back". And so it was, Motorman Leslie Schmidt was married to Miss Ena Dennis, of Los Angeles, in Yuma, Arizona, on January 26, 1935. The boys of Division Five join in wishing Mr. and Mrs. Schmidt a long and happy married life.

To the Officers and Supervisory Forces of the Mechanical Department:

We wish to express our sincere appreciation for the wonderful ways in which you expressed your sympathy.

It was our desire to have a wonderful funeral for our mother. The way in which the officers and supervisory personnel came to attend the service for our loved one certainly warmed our hearts.

Sincerely,

David M. Fraser
Minnie Calvin and
Helen Fraser



F. ARLEIGH FRAZIER

By now we've forgotten about Christmas but we boys at the Shops haven't forgotten the happiness our bonus brought us. It sent us into the New Year with a security and eagerness for the future and with full steam ahead for 1935.

G. S. Lambert didn't like working December 29th because he couldn't stop thinking about what he would be doing if he had been off. When eight o'clock came he would be just getting up. Eight-thirty he would be eating breakfast; nine o'clock he would be taking his wife shopping; ten o'clock he would be taking the dog for a walk; eleven would find him taking dents out of the Chevrolet; twelve o'clock lunch. What a headache he had by three-thirty!

Joe Ellis and family took a trip to Tucson, Arizona and while there visited with Art Clinton who is in The St. Lukes in The Desert Sanitarium. He says Art is looking fine. On Joe's return he found a large card on his machine which said Happy "Light" New Year—the explanation being a large light installed over his machine. Some of the boys in the Shop are jealous of Joe, they want reading lamps like his.

E. Edwards got his first hair cut (one of those high soup bowl varieties) since coming to work here.

M. E. Johnson, Mack Banks and John McAndrew are new men in the Truck Shop. Johnson from Division Four, McAndrew from "C" Inspection and Banks a new man.

George Singer transferred to "C" Inspection from the Truck Shop.

W. E. Jones, J. Giles and R. F. Dyer are on the sick list.

H. P. (horse power) Eimer has lost some of his horse power. At least he can't get to work on time.

Wonders never cease! The Electrical Repair Department was surprised to find in its midst one of the world's greatest radio singers. So please tune in on KTM, KGER, or KELW where you will hear

the great singers which T. A. Rocha has driven there in his seven passenger car. We have singing waiters and now we have singing chauffeurs.

L. Griffiths is inventing a new electric eccentric clock which runs twenty minutes an hour fast day time and twenty minutes an hour slow night time. He hopes the boys will appreciate his efforts because this clock, set to start at seven A. M., gives them a six hour day and a twenty-four hour night. This, Griffiths claims, will beat the Townsend Plan.

A. Malm is off sick.

Bill Stulkens is wearing a black eye. The reason for same being, he was riding home on the Van Ness Coach Line and when getting up to leave, it suddenly stopped, throwing him against the stanchions which hit his glasses, breaking them and cutting his face.

Art Robey is putting on "Porkish" airs having butchered last month.

Howard Prudhon is new in the Carpenter Shop.

Howard Bonsall and William Atkinson are still arguing about Babe Ruth managing a ball club sometime.

Weather Man M. Bradley deserves some credit. On January 2nd he predicted rain within 24 hours and did it rain. (He got paid for this predicting.)

Jack Bailey stooped and laughed and felt a draft and went home in someone else's pants. Jack, we have enjoyed your cartoons. This would be expressive in a picture. Let's have it next issue.

There is plenty of news in the Curtain Room but it couldn't be extracted. The boys promised not to tell, so one of them feels better after reading this issue.

If Y. Duron will get a full circle steering wheel instead of half of one he could probably get by with cheaper fines in Compton.

H. M. Beck is a new man in the Blacksmith Shop.

Herman Krintz is working at Vernon Yards and taking care of the cats.



ELECTRICAL



WALTER WHITESIDE

LINE DEPARTMENT NEWS

L. B. Yeager is sure strutting these days since his son received a medal for being the most popular and best trained man in the Manual Arts R. O. T. C...

During the past month M. J. Martinez, W. T. Smith, F. Greenlaw, and F. C. Tarpley were forced to miss a few days work due to illness.

Understand that a box has been added to the tower truck equipment to enable A. Knaus to reach the span wires.

The story-teller de luxe of the Department is Billy Yandell. Every evening after 5 P. M. a crowd can be seen crowding around him listening to his experiences. The latest story took place when Billy lived in Tennessee. He was so religious that he swam the Mississippi River every Sunday morning in order to attend church on time. He also boasts such feats as training championship heavy-weight wrestlers, and taking on the same occasionally. Incidentally Billy

weighed as much as 119 pounds in those days.

Leon Reeves says that the reason he is late arriving at work in the morning is that he doesn't want to meet the derrick under the truck shed.

Sailor Urban missed some 15 or 20 galvanized "U" bolts the other day which had him worried for some time. The mystery was solved when some unknown detective called his attention to Bill Underhill standing near the poles where the linemen were working, looking up with his mouth open.

Harvey Zehner, the newly elected Governor of the Employees Association, (Line Department Division) says that Tex Johnson, who was the second party in the race for election, passed out the wrong brand of cigars. Harvey didn't pass out any cigars but he charmed the multitude with his stomach steinway and was elected.

Tom McEntire wants it understood that when he starts up Jefferson from his new home in Culver City, he wants the road clear ahead of him, and any driver who gets in his way is apt to have his front teeth knocked out even if it does put a couple of fingers out of commission.

Frank Whittley thinks that Dick Payne is high hat now days. Since the neighbors ran Dick out of the district near 84th and Broadway he has taken up new quarters in the wilds of Sunland where he has all the country folks doing all of his work for him, thinking him a big civic official. Frank says that when he tries to thumb a ride into town with Dick, he just passes him by, head high with a look of superiority. Don't worry Frank, the country folks will find him out sooner or later.

George Dimos doesn't mind paying his legitimate debts but he objects to having his check held up just because he looks like someone else. It has been recommended that George remove that splotch from his lip to avoid further trouble of this nature.

Leonard Laycox would go a long way to get a new Ford V-8.

Dick McDevitt received another letter. Congratulations to Mona Froelich, formerly of the Department, on the birth of a fine baby boy, January 18th. This case was watched with such keen interest that Miss Howell called and congratulated Mrs. Froelich two weeks before the arrival. When told she was a little early she refused to pay off bets, much to the disgust of Dick McDevitt. Next time, Dick, better wait till bets are due before you try to collect them. Miss Howell probably learned a lesson—not to listen to another person's telephone conversation.

SUBSTATIONS

After a dozen roof experts spent considerable time working over the roof at Plaza Sub, the roof still leaked and probably would still be leaking if A. Crum hadn't been on the job. All he did was to pound a handful of sawdust into the bricks from the inside. (Apologies to Vernon Yards' roof experts).

W. D. McArthur, and family, enjoyed a very wonderful trip to Hoover Dam, just missing a cloudburst. He states everyone should make the trip. It's the most wonderful sight anyone could ever expect to view.

The Automatic Sub boys are recom-

mending all kinds of soup to Elmer Ness these days. Yes, he is having them pulled out.

Fred Warrington is wondering if Allan Barrett is going to unravel his heavy stocking cap when summer comes, and knit stocking for the children with the yarn.

Sorry to hear that A. Herring had to be off a few days due to trouble with his ear.

Duke Cochran's wife prepares a very nice lunch for him every night and sets it on the ice box for Duke to pick up in the morning as he leaves the house. The other morning Duke was in a hurry, so, on passing the ice box he grabbed the sack laying there. Imagine his surprise, when lunch time rolled around he found he had picked up the sack of onions. Better luck next time.

So W. R. Pollard is spending considerable time around the corner of 12th and Figueroa. Yes, it's the Pontiac Agency.

The question before the house is: what is that mark on the lip of F. U. Allfie?

ELECTRICAL CONSTRUCTION AND BONDING

Harley France heard the "Call of the Wild." He sure spends considerable time around Sunland, taking in the fine air.

Frank Maloney tried junking the old Dodge but finds it more dependable than the high-powered Chrysler.

Nels Lane says that if both of Frank's cars were built into one, he still wouldn't have a car.

Incidentally, latest reports state that Nels' Willys Knight has operated the last 100 miles without a breakdown.

Haven't you noticed how rosy Dick Payne's cheeks are since he is living in the wilds?

Pete Goodas' tongue split during the past month, which necessitated a repair job for the Shops. (It was the tongue of his welder).



16th Street Coach

J. H. McCORNACK

Superintendent C. O. Morse says his Department is passing through an epidemic of the flu. The attacks are only of a few days duration but it seems that every man is having his turn. As quick as one man reports for duty another goes on the sick list.

J. Kilgore admits that he is the only one who knows how to properly operate a single deck coach on Wilshire Blvd.

We had a visitor last week in L. N. Holmes. He has spent the last two years on the desert at Palmdale.

Dame Rumor informs us that D. G. Barstow is to be married some time in February. Wedding invitations are being sought since he has had a bottle of imported wine returned to him from the Lost and Found Department.

Abe McCarren has returned after five weeks on the sick list. He has been battling an attack of pleurisy and says it seems good to be teamed up with Jimmie Alexander again.

An accident report states that G. Bone is teaching his passengers acrobatic

tricks out on the Beverly Line.

After much red tape and political pull Al Brehm has been able to get his picture on the Weekly Passes.

Our speed artist, H. Lester has won No. 41 at the Ascot Track for the year 1935. This is remarkable considering that he started only one year ago with his home-made car at No. 99. He has recently equipped his car with new high speed cams and can be seen going after the money at the Ascot Track.

Pedro Griffith is being very careful who he follows.

We extend our sympathy to J. F. Bratton who lost his father, John F. Bratton, of this city, January 17th.

GARAGE

Chief Clerk F. O. Rowbottom and family are enjoying a surprise visit from his mother, Mrs. J. A. Rowbottom, of Bristol, Wisconsin, whom they have not seen for twelve years. When Mrs. Rowbottom stepped out from behind her sister at the depot it made Mr. Rowbottom the most surprised and the happiest man in the world. She celebrated her 80th birthday on the day she left Wisconsin at 13 degrees below zero. This is her first trip to the West Coast and as she is very alert she is enjoying every moment of her stay. Mr. Rowbottom admits having fifty more places to show her and one hundred and fifty picked out for next winter.

C. Nunn is our new man at the Garage. He was transferred to us from Division Five and is breaking in on the Day Shift.

Red Crawford is back from South Park helping us straighten out the fenders and all political situations.

How does it happen that a tall fellow like Buck Jones and a short fellow like G. Oliver have a banged up eye in the same month?

A bolt flew out of a spring and took a small piece out of Eddie Serabia's finger. He claims that only his alertness and his ability to keep his mind on his work saved his entire hand. These faculties probably saved his life when he fell into a pit.

Now that all competition with the ladies has been withdrawn Lee Bignall, our personality boy, has the entire field to himself and does it get him down? No, he grows fat.

If you want to know how old someone is and how much money they have in their pocket ask Mr. Rowbottom.

Benny Walters claims that he can start any gas roller made providing that he can find the crank.

Red Rout was in for a short visit. He and his brother are now operating a gold mine in Arizona.

It is said that Pat Pearce gave his dog away to save buying a license.

M. McInally could not keep up with the professional tobacco chewers in the Machine Shop so changed to gum but that was too tame so he changed to snuff.

Dean Ovard has been off sick with the flu for over three weeks. He barely escaped having pneumonia. He said he could have worked but the doctor wouldn't let him.

Miss Emerson of the Store Room Office is taking a two months rest with her

brother in San Francisco. Her brother has a lovely home there with a view of the Bay and she is enjoying herself immensely.

We extend our heartfelt sympathy to Foreman Doyle Rishel and family over the loss of his father. Mr. Rishel passed away very suddenly January 18th with a heart attack.

What could cause Mr. Holmes to have three different girls in his office in three days? Miss Louise Hackborn was transferred to his office from the Claim Department but only stayed one day. She has accepted a position in Mr. Nock's office. The new girl is Miss Grace Enever of Pasadena. Mr. Holmes explains that owing to the efficiency of the Store Room promotion is very fast.

Foreman Walter Dewhirst, of the Machine Shop, has been away over a week taking his turn with the flu.

Joe Covington has taken up mathematics to find out how much his wife is holding out on him.

Tom Casey's fair weather car wouldn't start that cool morning. It is suggested that he let it run the rest of the night.

We regret to hear of the death of M. L. Gentry's father. He passed away January 27th with an attack of double pneumonia.

Joe Riedel is on the sick list.

Foreman Wm. Turner, of the Third Shift, is still bragging about that fast trip to Boulder Dam in his new Buick.



R. E. RUSSELL

Some of the new men have experienced trouble keeping on the regularly established routes but are gradually becoming accustomed to following them instead of taking short cuts. Take it easy boys, and don't give the Supervisors heart failure.

Supervisor Miller has prepared a set of fare and transfer instructions for each line which should be a great help. He is now engaged in revising the list of streets and stops. As soon as completed each man will receive a copy.

Operator Taylor has just finished breaking in as Receiving Cashier. Good luck, we know you will make good.

It has been suggested that some of the older men working on the pension lines check their watches with the dispatcher's clock at least once a month. We know they would not intentionally run "hot" but such things have happened.

Mr. Patton, our Assistant Manager, just returned from a two weeks trip to Detroit. If you want the low-down on new automotive development, maybe he can give it to you.

Operator "Skipper" Barnes, who was injured a short time ago, is now up and around. He is hoping that the rains are not over by the time he gets back to work as he would like to again pilot his ship through the cabbage patch on Crenshaw Blvd.

Supervisor Logsdon has been on the sick list due to his failure to completely

recover from an attack of the flu. The boys on Wilshire and Sunset miss you E. B.

The Los Angeles Motor Coach Company Rifle and Pistol Club has been formed and membership is growing rapidly. Better join and enjoy the only real red-blooded American sport left. Watch the bulletin board for their activities. It is the intention to form a pistol team for competitive matches. Further information can be procured from Mr. Patton, who was recently elected President.

MECHANICAL DEPARTMENT

A last minute news flash from the 54th Street Garage says "Nothing for Two Bells this month." Signed, Tretow. The boys there are very quiet, probably getting ready to go to Grass Valley. How about it George?

Some time ago Smith and Powell were passing out cigars. There being no additions to their respective families, the question arose as to "Why"? Mr. Forsberg believed in safety first and cut his cigar open but failed to find a bomb.

We have heard a lot about "Birche Wren" lately. Bring around so we can all get acquainted.

Foreman Spring can certainly put away a turkey dinner. He looks so well fed that rumor has it he will run for Governor. If he continues to put on weight, he won't be able to run very fast or make long speeches. Better go into training at once if you enter that race.

It has been suggested that Hank Thompson fill his battery from a water hose instead of a barrel as the latter does not hold enough water to fill his battery.



F. F. ROBEY

DIVISION ONE

One morning when coming to work, Wilber Welch and an auto met. The car came out badly wrecked but Wilbur had only three minor bruises.

Virgil Bell came back to work on January 18th. He was glad to be back at work. "There'll be no more running in front of automobiles," quoth he.

Thomas Hartley, recently transferred from nights to day work, is just getting used to daylight. We're glad to have you back again Tommy.

They say the reason Al Wutherick isn't going places lately is because he is again overhauling the Jewett.

Prosperity is here! J. H. Simmons recently bought an Electrolux refrigerator.

N. C. Farmer expects any time now to have that new V-8 sedan delivered.

DIVISION TWO

When Watchman George Morton has his days off, it doesn't make much difference where he goes so on a recent week end he talked the Missus into going to see their son-in-law at Lone Pine. Fine weather when they left, but before

they made the 230 mile drive they ran into rain, sleet and snow, but they reached their goal and when George woke up the next morning in 12 below zero weather, he knew his wife was right, it was time to get out as soon as the roads were cleared. Says his next trip will be made in summer-time.

W. J. Monahan, Watchman at the Garage, paid the Shop and Division Two boys a visit the other day and we hear he was sort of checking up and getting ready for the new shake up. Welcome to our community W. J.

George Singer is back in the Car House again, he and W. J. McAndrews having traded jobs. Well George always said that Division Two was home to him.

Glad to report that V. R. Bell is back on the job, and while he is not as frisky as he used to be everything points to a real recovery and we hope that in time he will be as good, or better, than ever.

Ralph E. Jones has the sympathy of all the boys for the loss of his stepfather, W. N. McFadden, who was a Corporal in Battery A63 Coast Artillery at Fort MacArthur. He passed away January 12th, and was buried at Sawtelle. He worked at Division Three Mechanical years ago and is well remembered by many old timers.

DIVISION THREE

Division Three yard is sure looking swell now on account of the new paving job.

Ed Muse went to see the Boulder Dam and says it's sure a sight worth seeing.

Ted Clark was laid up for a few days with the flu but is O.K. now.

Tom Hubbard was also off for a couple of weeks with the flu, but is back again feeling fine.

K. MacDonald also took a few days off to get rid of the flu.

Jerry Davis, after his Christmas ride to Arizona with Jack Bradley of Division Four, is having all his top teeth pulled. How come Jerry?

C. S. Binkiewicz and Louis Boyer sure get slicked up around pay day. What's the big idea boys?

DIVISION FOUR

E. D. Gaston and N. E. Swanson have returned to work, both having been off several weeks because of illness. We are glad to see you back on the job, fellows.

R. F. Comport has transferred from nights to days as Car Cleaner replacing H. M. Black, who transferred to the South Park Shops.

Henry Watts is absent from work at the present time due to an eye injury.

The new man on the Night Shift personnel is J. W. Russell. We welcome you and wish you success, Mr. Russell.

Going into a beer parlor to get a glass of beer isn't news but going into a beer parlor to get a street car is, and that is what some of the fellows experienced one early Sunday morning. The car being No. 31 of the "A" Line.

DIVISION FIVE

Alex Carmichael now rides around in a V-8 Ford. What, a new one? Yes, new to Alex.

B. G. Allen's big problem is whether to buy new gears for his old car or to buy

a good used car from Podolor.

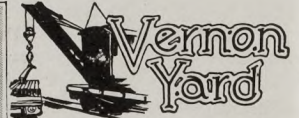
Harry Hunt, who has had a bum eye caused by getting something in it, can now work with both eyes open.

C. W. Foster is the new day Car Cleaner replacing Clyde Nunn, who transferred to the Garage.

The Knights of Pythias, Silver Star Lodge No. 312 announced the installation of officers January 22, 1935 with Walter Alport as Chancellor Commander.

Frank Shapsos is the man with the new tool box.

Some of the boys witnessed Ben Burgess take a shower the other day when he removed the plug from a main reservoir without draining the air out first.



H. I. SCHAUBER

The deepest sympathy of the Track Department is extended to the members of Henry Rishel's family. We all miss him.

James O'Connor will soon be a full-fledged American citizen. He gets his final papers in a few days. He has changed his address also. Perhaps, like all good Americans, he is now subject to spring fever.

Austin Fleetwood is breaking in a brand new Studebaker sedan and was his face red when he stalled it in traffic on Soto Street the other evening!

Louie Schmidt also felt the urge to own a new car so his wife picked out a pretty Dodge for him. She has also offered to do some of the driving provided Louie promises to keep the machine properly serviced.

Bob Gain and Holly Simonson, welders, have given up their bachelor apartment and moved. No divorce contemplated. Just separate maintenance.

Jess South is now Foreman on the night work train. Guy Payne, former switch repairer, has taken over South's old job as compressor operator.

Carle Kennedy is the newest addition to the Los Angeles Railway family. He is Cal Simmons' son-in-law and is working as a switch repairer.

Frank Griffith can now give serious attention to his fishing and the baseball games. He is retiring in February. Don't forget to drop around to see your old friends often, Frank. We'll believe you when you tell us about the big one that got away.

Seen in the birth notices of a recent issue of a leading morning newspaper. "Mr. and Mrs. Jack Harris, a girl." How about it Jack, are you holding out on the cigars?

Just to remind you, Walter, that you have not been to see all your friends either, since the recent arrival in the Whiteside family.

Appreciation from the boys for the recent issues of Two Bells in which the Vernon Yard news was so capably handled. Also sympathy for the same boys who will have to appear satisfied with the old order of things again. Thanks, Les, for a good job, well done.