

# TWO BELLS



## The New Year

I would begin the NEW YEAR  
With a mission,

To scatter smiles and sunshine  
On the way;

To make a life of service  
My ambition,

To spend a little time  
In honest play,

To romp with children, and to  
Talk with sages;

To keep my faith in what is  
Best and True;

To fill with deeds, not words,  
My daily pages;

To be a man in everything  
I do.

—Edgar A. Guest.





Published Monthly for the Employees of the Los Angeles Railway

Volume Sixteen

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Number One

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

## Recovering Rapidly

President S. M. Haskins, who went to the hospital for a major operation on December 16th, is now well on the road to complete recovery. His condition, extremely serious at the time of the operation, was a source of grave concern until the crisis had passed and his getting well was a certainty. Fortunately, Mr. Haskins was in otherwise splendid physical condition; this fact, coupled with his determination to win a fight once started, made possible a remarkably quick recovery from the first shock of the operation. He is still in the hospital but hopes to be able to be moved home within a few days.

Mr. Haskins sends a Happy New Year wish to every member of the big Los Angeles Railway family.

## Announcement

The law firm of Gibson, Dunn and Crutcher on January 2, 1935, announced that Mr. Woodward M. Taylor had become a member of that firm.

Samuel M. Haskins, our President, is the senior member of this firm and Mr. Taylor is closely associated with him, both in the law work for the Los Angeles Railway and in the general practice of the firm.

## Safety and Courtesy

### December Results

Division	Number Displaced	Number Displaced More Than Once	Number of Men Participating
1	84	30	350
3	45	11	418
4	98	49	481
5	100	23	431
Coach	34	2	205
L. A. Motor Coach	50	5	252
<b>Totals</b>	<b>411</b>	<b>120</b>	<b>2137</b>

## Happy New Year, President Haskins

In greeting you through Two Bells, Mr. Haskins, we are giving expression to the good wishes of hundreds of employees of the Los Angeles Railway who can not otherwise reach you and who are genuinely happy that you are on the road to recovery.

When it became known that you were passing through a serious illness, anxious inquiries came from employees in all departments of the system, for you have won the warm regard of members of this organization. There was rejoicing when the answer could be, "He is out of danger and getting along fine." Then it was a question of checking up every day or so to see that the "getting along fine" was a continuous performance on your part. Now we are looking forward to your complete recovery and return to your desk on the tenth floor of the main office building.

May the year 1935 prosper you and bring you health and happiness. This is the hearty wish of all of us for you.

## Service Record of Men on Strike

Much rumor has been spread about that a majority of the men who went out on strike were old timers with the Company. The Statistical Department has prepared a chart showing the year each man was employed. Out of the 411 trainmen who went on strike, 27 were employed prior to 1921; 12 were employed in 1921; 23 in 1922; 43 in 1923; 23 in 1924; 24 in 1925; 27 in 1926; 20 in 1927; 42 in 1928; 28 in 1929; 31 in 1930; 10 in 1931; 1 in 1932; 67 in 1933; 33 in 1934. This compilation shows that less than 32% had 10 or more years of service and 24% had less than two years of service.

## Attention Baseball Fans

The Lary Baseball League will open on March 17th, with three games scheduled for every Sunday. The place, Vernon Yard Grounds.

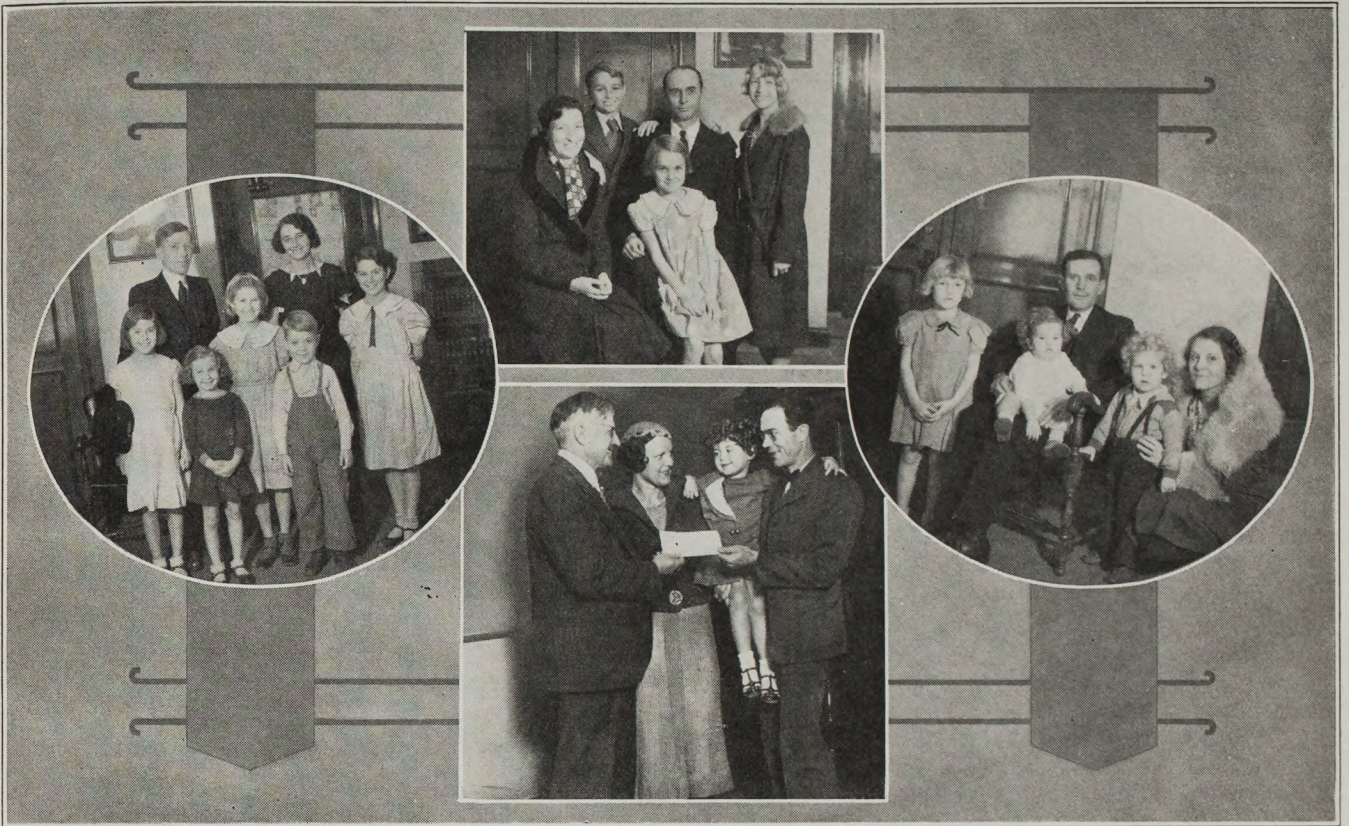
Anyone who is interested in playing this year, please get in touch with the team Captain or Manager of the various Divisions. We have quite a number of new men and should get plenty of talent.

The season last year was a huge success with lots of rivalry shown and the winners of the cup—Division Four—will have to be on their toes this year. The Captains of the other teams have boasted confidentially that they are going home with the cup this year. Go to it boys and may the best team win.

Later announcements will give details of the schedule for 1935.

L. F. SPARKS, *Manager*.

# All Ready to Shop With Daddy's Bonus Check



General Manager Harris Handing Out the First Bonus Check

## Company Pays Bonus as Token of Appreciation of Loyalty

And was this a happy day for the trainmen and bus operators of the Los Angeles Railway and the operators and conductors of the Los Angeles Motor Coach Company!

In the center is our General Manager, P. B. Harris, presenting a bonus check to Operator D. E. Farrell of the Los Angeles Railway Coach Division. Mrs. Farrell is looking on approvingly while little Dawn age 5, is smiling her best.

Other happy families who came to see daddy get his bonus check: Left, Motorman H. L. Edwards of Division Three, Mrs. Edwards and from left to right, Virginia, 8; Mayola, 4; Francis, 12; Herbert 6 and Dorothy 14. They could well be called the "dimple" family for everyone has dimples except daddy. At top center is Motorman C. R. Gilliam of Division Five with Mrs. Gilliam, the Gilliam twins, Margaret and Bernard, age 13, and little Barbara, age 7. At the right is Motorman J. F. Biddle of Division Four. His family from left to right, Iris, age 5; little Willa Mae, age 1 in daddy's lap. The curly head of the family, Freddie, age 2½, sticks close to his mother, on right.

Some very gratifying letters have been received by officials of the Company from employes of the various Departments expressing appreciation for the bonus. A great majority expressed their thanks to the head of their Department personally.

We are publishing the letters that have been received up to the time Two Bells goes to press. They are typical of the fine spirit of loyalty that prevails among members of this organization.

December 24, 1934.

Mr. Haskins,  
Mr. Harris,  
Mr. Jordan,  
Mr. W. T. Brown,  
Sirs:

We, the undersigned Mechanical Street Inspectors, want to express our appreciation for the substantial bonus we received, not from the financial side alone but the acknowledgement of our good faith in the Company.

Wm. R. Cavett	W. H. Williams
W. P. Beck	William G. Gregory
R. P. Sherrill	Ralph E. Jones
E. R. King	John A. MacKay

January 1, 1935.

Mr. S. M. Haskins,  
President, Los Angeles Railway.  
Dear Mr. Haskins:

I wish to express my appreciation for the bonus check paid me this Christmas. It was the most welcome surprise that I have had in a long time.

Wishing you and yours a happy and prosperous year, I am,  
Sincerely yours,  
C. G. Swain,  
Conductor, Los Angeles  
Railway Motor Coach.

December 27, 1934.

Los Angeles Railway Corporation.  
Dear Sirs:

We wish to express our thanks and appreciation for the Christmas bonus which you so kindly gave us.

It was very helpful and made our Christmas happy.

Yours with best wishes for a Happy and Prosperous New Year to the Los Angeles Railway.

Sincerely yours,  
Mr. and Mrs. T. W. Muller  
and son Richard.  
Conductor, Division Four.

December 30, 1934.

Mr. P. B. Harris,  
Vice President and General Manager.  
Dear Sir:

As one of your conductors I wish to express my thanks for the bonus which we received at Christmas. This was appreciated by my family and myself.

With all best wishes to you for a Prosperous and Happy New Year, I am,

Yours truly,  
E. E. Wilke,  
Conductor, Division Four.

We, the employes of the Los Angeles Motor Coach Company, wish to thank the Company and the Officers of same for the pleasant thought for a Merry Christmas and a Happy New Year, returning the same feeling to them with the assurance of our hearty cooperation and thorough attention to duty in 1935. The entire feeling to the Company by its employes is one of sincere respect for their attitude and management of the existing strike which has been drastically unfair and unethical.

Signed: E. H. Fische, Frank S. Trombatore, R. W. Bailey, J. N. Boucher, E. H. Taylor, R. Railsback, J. E. Palmer, J. L. Burton, F. M. Stark, H. A. Davies, R. P. Wilson, F. F. Wormer, Wm. De Gray, W. R. White, F. W. Stevens, L. Hendricks, D. C. Smith, R. D. Crandall, L. H. Speer, W. L. Mulcahy, H. A. Atkins, E. J. Burnell, F. J. Jacobsen, R. A. Brown, and G. R. Anderson.

December 28, 1934.

P. B. Harris, Vice-Pres. & Gen'l Mgr.,  
Los Angeles Railway Corporation.

Dear Mr. Harris:

I wish to take this means of expressing my appreciation to you and the Los Angeles Railway for the bonus which I just received. Also, for your help in making possible our Christmas turkey.

Respectfully yours,  
J. W. McCullough,  
Motorman, Division One.

December 27, 1934.

Mr. Sam Haskins,  
President of Los Angeles Railway  
Dear Mr. Haskins:

I wish to express my thanks and appreciation for the bonus paid me on December 22nd.

The receipt of this unexpected amount of money enabled me to spend a most wonderful Christmas.

Yours respectfully,  
O. B. Harrison,  
Operator, Los Angeles Rail-  
way Motor Coach Company.

December 27, 1934.

Mr. S. M. Haskins,  
President, Los Angeles Railway,

Dear:

Many of the men have expressed the desire to make some acknowledgment of the bonus just received, and I am commissioned to express to you the grateful appreciation of the men of Division Five.

A bonus was not expected, owing to the fact that the strike has cost our Company heavily, therefore this generous action on the part of the management is all the more gratifying.

I believe there is a unanimous intention to give tangible proof our appreciation by the quality of service rendered in the future.

On behalf of the men of Division Five, I thank you.

Yours truly,  
T. Y. Dickey,  
Superintendent, Division Five.

December 28, 1934.

To the Los Angeles Railway:

We all join in sending our thanks for the most generous bonus.

It meant a very happy Christmas for us.

I only did my duty as I saw it. You have been very considerate to me. Why should I desert you when you needed me most? You gave me back my job when I came back here and needed your help. You kept us on during the worst of the depression. We received our check twice a month without any red tape. So why quit my job and become a burden on the already over-burdened taxpayers? And you gave us our raise in back pay as soon as you could.

I also appreciate your relieving me from my run during the worst of the strike so I could care for my son who was so ill I thought I was going to lose him.

I hope to continue working for you as long as I am able to work, as a free citizen of the United States.

Conductor G. E. Dunphy, of  
Division Three, and Family.

December 27, 1934.

Mr. F. Van Vranken and  
Officials of the Los Angeles Motor  
Coach Company.

Gentlemen:

The Christmas bonus sure was a surprise to me and it came in very useful at Christmas time.

C. B. Moore,  
Operator, Wilshire Line,  
Los Angeles Motor Coach  
Company.

December 25, 1934.

Superintendent Geo. E. Ferguson and  
Officers of the Los Angeles Railway  
Gentlemen:

I wish to thank you all, and to tell you how much I appreciate your wonderful kindness to us men in giving us such a splendid bonus and, through you and The Times Publishing Company, a lovely turkey for our Christmas dinner. Also your thoughtfulness in paying us so far ahead of pay day so we could use our money for Christmas.

I am glad to be working for, and to be loyal to, a company that has such a wonderful set of officers.

Yours truly,  
T. E. Shanafelt,  
Conductor, Division Three.

December 31, 1934.

Mr. P. B. Harris,  
General Manager.

Dear Sir:

I wish to express my very best thanks for the nice Christmas present, in the way of a bonus, which the management so kindly presented to me. You may rest assured it was most acceptable and that here's one of your employes that will carry out the desires of the Company—safety, courtesy and salesmanship.

Respectfully,  
A. V. Hitch,  
Operator, Los Angeles Rail-  
way Motor Coach.

Los Angeles Railway Corporation,  
Gentlemen:

I fail to find, in the category of spoken language, words sufficient to express my gratitude for the Christmas bonus which I received.

Giving herewith my heartfelt thanks, and a Merry, Merry Christmas to all.

E. J. Johnson,  
Conductor, Division Three.

December 31, 1934.

Mr. R. B. Hill,  
Manager of Transportation.

Dear Sir:

As one of the platform men, I wish to take this opportunity of letting you know how much the Christmas bonus was appreciated.

In several instances that I know of personally, the money itself was more than ordinarily useful, but beyond this, the feeling of goodwill and the spirit of recognition on the part of the Company was worth many more times the monetary outlay.

Wishing a good year for the Company in 1935, I am.

Yours very truly,  
R. O. Enfield,  
Conductor, Division Four.

## Talking Turkey At Division One



Superintendent Williams made sure that everyone at Division One entitled to a turkey under the "Times" sponsorship, got one of the fine birds in

plenty of time to be prepared for the Christmas Day feast. From left to right in the picture: Motorman P. Scilfo, Motorman P. J. Kuchesky, Mrs.

E. O. McKinney, Mrs. Arthur L. Sherman, Mrs. A. P. Bradshaw and Superintendent Williams. In the center, receiving a turkey is Joe Laing, son of Conductor William H. Laing.

Los Angeles Railway Corporation:

We wish to express our thanks and appreciation for the kindness shown us during the time I was laid up after the injury received in the strike.

Also we wish to thank you for the Christmas bonus and extend our best wishes for a prosperous New Year.

Arthur W. Horton, Conductor, Division Four,  
Minnie P. Horton.

January 2, 1935.

Mr. F. Van Vranken,  
Manager Bus Division.

Dear Mr. Van Vranken:

The bonus was most sincerely appreciated by me as it gave me extra Christmas money that I could not have had otherwise.

T. E. Chastain,  
Operator, Los Angeles Motor Coach.

December 31, 1934.

Mr. F. Van Vranken,  
Manager, Los Angeles Motor Coach  
Dear Sir:

My appreciation cannot be expressed in words for the bonus I received at Christmas time.

C. R. Neighbours,  
Operator, Wilshire Line,  
Los Angeles Motor Coach  
Company.

January 2, 1935.

Los Angeles Railway Corporation,  
Gentlemen:

I wish to express my sincere appreciation for the bonus given me on the 22nd of December, 1934. I am sure all of the employes are very grateful for this gift.

Sincerely yours,  
I. N. Klopfenstein,  
Operator, Los Angeles Railway Motor Coach.

December 29, 1934.

Mr. P. B. Harris, General Manager,  
And other Officials:

In behalf of myself and family which consists of my wife, three children and my mother.

We want to thank you from the bottom of our hearts for the wonderful turkey and the bonus which surely came in very handy at this time.

We also want to extend our sincere wishes to you and the entire official family.

A HAPPY AND PROSPEROUS  
NEW YEAR.

Motorman F. F. Favour, of  
Division Four, and Family.

### Honor Roll Employes

The next regular meeting of the Honor Roll Employes Association will be held on Tuesday, January 15, 1935.



No, the Club Was Not Used to Kill the Birds. It's Just a Memento Received by Supt. Ferguson of Division Three on His 52nd Birthday, December 12th

Yes, sir! They were prime birds, ranging from 10 to 15 pounds in weight and this picture typifies the spirit that prevailed on our property when the turkey gift, sponsored by the Los Angeles Times, was given to each motorman, conductor and coach operator, or conductor.

In the early morning hours of December 24th "turkeys on every table of the L. A. Railway loyal platform employees" was "The Times" slogan, and it went over with a bang. When it was impossible for the man of the house to get away to get his bird home, the better half, the children or the sweethearts came in and picked one out, and the old adage, "the proof of the pudding is in the eating," proved itself by the unanimous verdict of approval by all who partook thereof.

In the background hangs a picture of our former leader, G. J. Kuhrts, who passed away not long ago, and those of us who knew him feel sure that on this day his spirit hovered over our property, still proud of his loyal boys, and we know that if he were with us today in person he would still say "carry on in your fight for what is right." In the immediate foreground is pictured part of the wonderful desk set and the immense Police club that was given to Supt. Ferguson. The desk set was a gift from his fellow workers at Division Three, and the club from the Day Guards that have been at Division Three since the beginning

of the strike. Both gifts are held as priceless and are greatly appreciated by the recipient.

The men pictured are only part of the happy throng of employees who called during the day.

To "The Times" for its sponsorship of this wonderful idea the men of the platform are indeed grateful.

Reading from left to right we find, first: M. B. Sangster, who, by the way, was brutally assaulted on Sunday, November 25th by two of our brave (?) enemies, who, without warning, jumped on his back while he was seated and with some blunt instrument "worked him over." Only the friendly intervention of men passengers saved him from possible fatal injuries. He was one of twelve at Division Three that received these peaceful (?) tokens of kindness from their fellow-workers, but they, and the numerous other boys from other Divisions who were injured still "carry on" with their heads up and a smile on their faces.

Next in line is Conductor and Operator J. H. Demaree, Motorman M. B. Nolin, Motorman C. T. Morgan, Motorman L. E. Grubbe, Conductor P. E. Maze, Conductor L. E. Stump and daughter, Bonnie Jean, age 13 months, and last, but not least in size, is Supt. Geo. E. Ferguson admiring a nice plump fourteen pounder that graced the table of Conductor Stump, and if Miss Bonnie Jean didn't get to gnaw on a "drumstick" it wasn't her fault.

## Here's to the Browns

On December 28, 1934 William T. Brown, General Foreman of Car Houses, celebrated the thirty-fourth anniversary of his service with the Company.

Walter C. Brown, Assistant Superintendent of Car Equipment, has been back at his desk for several weeks now, after a long illness, and is getting along fine.

May both of these popular Brown brothers see many more happy, active years in the service of the Company.

## Thanks for Bonus and Turkey

December 27, 1934.

Mr. R. B. Hill,  
Manager of Transportation,  
Dear Sir:

I wish to acknowledge receipt of the Bonus that the Company gave us for our service during the first part of December 1934 in addition to our hourly wage scale, and also for the turkey that was given to us for Christmas.

I fully appreciate what the management has done for me under these trying conditions of the past five weeks. I also want to express my heartiest wishes for a Prosperous New Year.

Sincerely yours,  
J. P. Miller,  
Motorman, Division Four.

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## Square and Compass Doings

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Inasmuch as the election of Officers has been postponed until our January 19th meeting, it has fallen upon the writer to again appear in print.

As no meeting was held in December there is little news to write about other than to urge the members to attend our next meeting which, of course, is the most important of the year.

Your vote is necessary to elect those members to office whom you believe best fitted to fill the various important positions, in order that the Club will continue along as it has in the past, on a successful basis.

You will receive the usual bulletin announcing the time and place, but in the meantime reserve the above date and make it a point to attend even if it has been necessary for you to miss the last several meetings.

It is suggested that you consider the various elective positions to be filled and those among the members most eligible to carry on during the year 1935.

We are looking forward to a large attendance and hope you will be present to cast your ballot to which you are entitled.

In the meantime the writer wishes you the compliments of the season and hopes that the year 1935 brings each of you a full measure of health, happiness and prosperity.

Fraternally yours,

J. K. WILSON,  
*Director of Publicity.*

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Not only did J. K. Wilson see "One Night of Love" on New Year's Eve but he failed to tell us of the most important event in his life. This is as written among the new arrivals in 1935:

"Holly Maternity Hospital, Mrs. Jack Wilson, a boy."

Thanks for the cigars, old top.

### Special Notice for Lodges, Banquets, Entertainments, etc.:

Your attention is called to the fact that we have in our membership, one Leslie F. Sparks, whose artistic temperament at times enables him to trip light fantastics, with the aid of nothing other than two fans and a lip stick. Should you at any time be in need of entertainment of the better sort, where real ability counts and real artistry is appreciated contact Les and inquire about his famous fan dance. Les will hereafter be known as "He of the Form Divine or Canary Legs."

To the Members of the Los Angeles Railway Square and Compass Club:

Allow me to thank you for the HONOR and PRIVILEGE of having served you as President. It has made a great impression upon me, and in years to come I shall look back upon this as one of the greatest years of my life. At this time I want to thank the Officers and Committees for the wonderful help given me, and the members for their willing co-operation, making the year 1934 one to always remember.

WISHING YOU A HAPPY AND PROSPEROUS NEW YEAR, and knowing that you will give your new Officers the same co-operation, I am,

Fraternally yours,

WILLIAM M. MORCAN.

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## Smiling Service

By S. A. WOOD  
*Chief Claim Investigator*

Very recently a blank came through our Claim Department which was mailed in by a witness, and accompanying that blank there was quite a long letter setting out the many discourtesies that had been observed and which had occurred to the writer. The accident which he had witnessed was not a serious one; however, his mental attitude was such that it was impossible to use this man as a witness in defending the case. Among other things he commented upon the lack of courtesy among our employes; their failure to be courteous, smiling and pleasant in rendering their services to the public.

Little do any of us realize the benefits derived by our Company through the trainmen's courteous conduct with the public. Smiling and courteous service is one of the biggest assets that any company can have and the man who gives smiling and courteous service is mentally alert and is more apt to avoid accidents and unpleasant situations in dealing with the public. The Claim Department probably reaps more benefit from this particular part of our service because it is dependent upon the public itself to defend our lawsuits and certainly one who has not been sold on the idea of courtesy is not in the state of mind to give us the assistance that we are entitled to when we are not at fault for accidents that we are forced to defend.

Friendly and smiling service can be given with very little effort and let us all see if in this year we cannot add a greater number of friends for our Company by our actions.

## Bull's-eyes and Misses

There is absolutely no news of the Los Angeles Railway Rifle and Pistol Club this month. Our Club has been quiet on account of the holidays and the strike. Everyone has been working irregular hours but now that things are getting more settled we look for a good season.

With the Los Angeles Motor Coach boys pulling out of the Club and forming one of their own we will have plenty of contests between the Clubs as well as against outside clubs.

We will try to get a cup for the best team of shooters and keep up the good work.

Our regular meeting will be held on the 10th of January. A notice will be posted as to where it will be held at the various Divisions.

LESLIE F. SPARKS, *Secretary,*  
*Los Angeles Railway Rifle and Pistol Club.*

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## Veterans' Club

Many of you new men are not aware that within the Company we have a Club for Veterans who have served in the Army, Navy and Marines during the war and who have served since the war, and who are eligible for membership in the Los Angeles Railway Veterans Club, and we invite you to join our organization at any time. We have an annual picnic in July, Christmas party and dances during the fall and winter season besides the regular meetings. The dues are one dollar a year and no initiation fee.

For further particulars you may contact the following:

Division One: W. V. McCafferty and W. R. Kern.

Division Three: S. H. Deane, L. E. Barkley and R. C. Frost.

Division Four: R. H. Manning, C. J. Jackson, M. F. Kelsey and H. F. Nelson.

Division Five: L. E. Sausser, R. C. Hoyle and J. A. Madigan.

Any employe of the Los Angeles Railway Motor Coach or the Los Angeles Motor Coach Divisions who wishes to join the Club may get in touch with any of the members here listed from the other Divisions.

The above named officers and members will be very glad to explain to you just what the Club is for and just what it is doing in the line of getting all the comrades together.

H. F. NELSON, *Adjutant.*

# How They Are Getting Along

By R. A. PIERSON  
Superintendent of Personnel

During the month of December, there were 19 employes confined to the California Hospital, which represents 261 hospital days. The cost of the hospital service was \$1466.00.

E. L. Dandurand, Checker, Schedule Department, is recuperating at Arcadia. We hope he may soon be able to get out again.

Frank Archer, Lineman, Line Department, was painfully injured when struck by an automobile November 29th. His address was the California Hospital for several weeks. He is now at home recuperating.

M. O. Brown, Conductor, Division Three, had a tumor removed from the palm of his right hand. He expects to resume duty soon.

O. B. Landrum, Conductor, Division Five, was quite ill with pneumonia, but is now improving nicely.

F. R. Earl, Conductor, Division Five, who underwent a serious operation during December, is now gaining and states that he feels fine.

H. H. Leibelt, Foreman, Way and Structures, was struck by a bicycle recently and received a broken knee. Says it is not always the automobiles you have to look out for.

B. R. Bowlus, Conductor, Division Five, suffered a fractured jaw recently. He is getting along fine.

J. G. Earp, Conductor, Division Four, was painfully injured when hit by an automobile recently. Latest report shows that he is improving.

J. F. Smith, Motorman, Division Five, who was operated on at the California Hospital recently, is doing fine and expects to be on the job soon.

A. B. Wasgatt, Conductor, Division Five, who was injured December 19th, is getting along nicely, having left the hospital December 28th.

J. L. Drummond, Transportation Department, spent Christmas in the hospital. We hope he was served turkey.

E. D. Gaston, Car Repairer, Division Four Mechanical, is at home again after spending three and one-half weeks in the hospital. Second offense during 1934.

O. E. Purcell, Machinist, Mechanical Department, was struck by an automobile December 14th and sustained a fractured ankle, so the California Hospital will be his address for a while.

W. T. Fletcher, Conductor, Division Four, was fortunate not to have any broken bones after being rendered unconscious by a drunken automobile driver.

T. H. Perkins, Safety Operator, Division One, who was injured in an au-

tomobile accident last October, is doing fine and hopes to be on the job soon.

Regret to report the death of two employes during the month of December, and the death of the wives of two employes. The two employes were covered by the Group Life Insurance, and the employes whose wives died were members of the Wives Death Benefit Fund.

During the month of December there were 129 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

## DENTAL WORK

The famous Dr. Mayo states that 78% of all chronic diseases are traceable to diseased teeth and tonsils.

There are two good reasons for going to a dentist—one is to keep out of trouble, the other to get out of trouble.

Consult your Foreman or the Personnel Department about dental service under the medical plan.

## Vets Auxiliary

'Tis a sad farewell we pay to '34,  
A pal who has proven true and blue,  
365 days of joy galore  
To those who recognized opportunity  
at their door.

So here's hoping that each and every  
one of you  
May share the joys of the New Year;  
May each and every day prove to you  
That 1935 will be just as true.  
HAPPY NEW YEAR, EVERYBODY.

No definite date has been set for our next meeting, but each member will receive a notice in plenty of time for you to be present.

As we have a number of new members in our big family, the Auxiliary wishes to extend to the wives of these new men an invitation to join our Club. All you have to do is to have your husband, brother or father, if he is an ex-service man, join the Veterans Club and you will be eligible to become an Auxiliary member. Further information may be secured by calling our President Mrs. Alice Deane, Albany 2383 or myself at Capitol 0379 evenings.

ESTHER L. WILLIAMS, Secretary.

## Reduced Automobile Insurance

Our old friend, Jack G. Kuhrts of any one accident, and limits of \$5,000 the Jack G. Kuhrts Co., insurance brokers, whose father was for so many years connected with the Los Angeles Railway Co., has again shown his interest in the welfare of our Company employes by furnishing us with some interesting data with reference to automobile bodily injury liability (public liability) and property damage insurance.

Mr. Kuhrts states that a recent survey disclosed that but 30% of all automobiles in the State are insured for these coverages, although our State Legislature a few years back enacted laws which practically made mandatory the insuring of automobiles for these coverages. The penalty for not paying damages for personal injury and property damage is revocation of license. In his investigation as to why more cars were not insured, Mr. Kuhrts found that the stand of insurance companies demanded that a minimum premium for bodily injury was based on limits of \$5,000 for the injury or the death of one person, and limits of \$10,000 injury or death for

for damage to property of others. These demands, during the depression years, have caused a great number to drop their automobile insurance. Mr. Kuhrts has arranged with a stock insurance company to write a policy for our employes with limits as follows:  
\$1,000—Injury or death for any one person.  
5,000—Injury or death for any one accident, and  
1,000—Damage to property of others.

The rates are in range of all. These rates, comparing them with the lowest possible rates to be had in the past for the higher limits (\$5,000/10,000 public liability and \$5,000 property damage), even taking into account the discount of 25% that Mr. Kuhrts obtained for our employes, are much lower.

We feel that you will want further information relative to this protection and a telephone call to Mr. Kuhrts at TRinity 8904 will bring a representative from his office to you at your home at your convenience, to give you full details.



# To The New Men

By JOHN C. COLLINS

Supt. Meter-Mileage Department

Since the N.R.A. went into effect probably over twice as many men have been hired by the Los Angeles Railway as have been hired in any other industry in the state.

You asked for work and the job is yours. It will care for you so long as you take care of it.

There are certain things relative to this work which should be deeply impressed upon your mind. The first is that the general public is the boss and the maker of the rules. Second, it is the value that others place upon you, and not the value you attach to yourself, that counts. Third, you owe to your passengers the highest possible degree of care. **Never forget that.** Fourth, the penalty for the failure to make out an accident report is more severe than that for being involved in the accident. Fifth, as you become more familiar with this work you are certain to become overconfident of your ability before you have had the necessary experience to guide you.

The fact that you were able to work the first few days without an accident is your best assurance that you can continue to work without accidents, but only so long as you continue to use your mental faculties.

Learn the rules and put them into practice. Rules are based upon experience. A knowledge of the rules means nothing if the man does not possess

the ability to put them into practice.

If in doubt as to the handling of a situation you are not familiar with get your information from a man who does know how to handle it. Do not take the advice of a man who has had no more experience than you have had. You never will know all there is to know about this business.

Be particularly careful in making observations of the steps before giving starting bells. Rely on your own judgment. Trust no other agent. Learn to read street conditions. This is most important in applying correct operation.

Learn to feed the first notches on the controller as they should be fed for easy starting. Practice the correct stop and avoid roughness or skidding of the wheels. Recognize every track crossing as a danger point. Make the proper observation before placing your car in a dangerous position.

Enter curves with car under control—there are no clearance curves in town. If you don't know where you are feel your way. Control speed of car so you can stop within the range of your vision.

Do not place too much confidence in the other fellow. Take nothing for granted.

Your car will only do the things you permit it to do. Therefore, keep yourself under control.

## A Creed For The New Year

The Old Year has run its final lap and the New Year lies before us, a clean, blank stretch of days. In a large measure we can write our own ticket and make it the best year we have ever lived.

Very few are gifted with the power of foretelling the future, but the outlook for the coming year is brighter and better than for the year just past. Each of us must endeavor to make it brighter and better, for ourselves and for our Company.

To run a street railway, there must be something that is more important than street cars and tracks. There must be a group of human beings united in the spirit of loyalty to their Company and to each other, in order to give full value to the public that pays for services rendered. Let this be the guiding principle of each and every one of us for the year ahead.

# Chummy



Supervisor F. La Rue and Instructor O. T. Elrod talking things over when Checker T. G. Cumberford caught them with his candid camera. Well, they must have agreed that everything is on the up and up because they didn't appear to be in the least warlike.

## BIRTHS

Conductor O. L. Wike of Division Four proudly announces the birth of a nine and one-quarter pound son on November 30th. They have named him Gary Lee. Congratulations, O. L. and best wishes.

\* \* \*

Operator R. C. Wadleigh, of the Virgil and Santa Monica Coach Division, is the proud father of a baby girl born December 12, 1934. Congratulations are in order, the cigars having already been smoked.

\* \* \*

This is a little late due to misplacing the information, but the fact remains that Conductor D. J. Weems of Division One, was presented with a new daughter on August 15, 1934. Her name is Janet Miranda Weems.

\* \* \*

Conductor W. L. Griffith of Division One, is the proud father of a new son, Joseph Lee Griffith, who arrived November 17, 1934.

\* \* \*

Conductor I. H. Stewart of Division One has his chin in the air and his shoulders squared, and there is a reason. He has a new son, Hugh Allen Stewart. The date of his arrival was December 22, 1934.

\* \* \*

L. A. Stewart, of the 16th Street Division, received a fine Christmas present in a little baby girl. She arrived on the 23rd and weighed seven pounds and three ounces. Her name is Joanne Stewart. Mother and daughter are fine.

# Reply of Company to National Labor Relations Board

December 28, 1934.

National Labor Relations Board,  
Department of Labor Building,  
Washington, D. C.

Gentlemen:

We acknowledge the receipt of your letter of December 22, 1934 transmitting a copy of the Decision of your Board in Case No. 169 entitled "In the Matter of Los Angeles Railway Corporation, Los Angeles Motor Coach Company and Amalgamated Association of Street and Electric Railway Employees of America, Division 997."

Pursuant to the request contained in that letter your Board is respectfully notified that the Los Angeles Railway Corporation and the Los Angeles Motor Coach Company cannot agree to recognize the Amalgamated Association of Street and Electric Railway Employees of America, Division 997, as their employees' exclusive agency for collective bargaining for the following reasons:

1. The Los Angeles Railway Corporation and the Los Angeles Motor Coach Company are engaged solely in intrastate commerce and accordingly are not subject to the jurisdiction of the National Labor Relations Board or to the provisions of the National Industrial Recovery Act.

2. The Finding set forth in your said Decision of December 22, 1934 is contrary to law and is contrary to and not supported by the evidence in the record, in that neither the Los Angeles Railway Corporation nor the Los Angeles Motor Coach Company, singly or collectively, has either interfered with the self-organization of their employees or has impaired their employees' right of collective bargaining or has refused to bargain collectively with their employees within the meaning of Section 7-a of the National Industrial Recovery Act. Said Finding is further contrary to the fact and contrary to and not supported by the evidence in the record in its statement that the employees of those companies had, by majority vote, designated the Amalgamated Association of Street and Electric Railway Employees of America, Division 997, as their exclusive agency.

3. The election of January 5, 1934 referred to in your said Decision was neither within the spirit nor the letter of Section 7-a of the National Industrial Recovery Act, in that no opportunity was afforded all the employees of the Los Angeles Railway Corporation and of the Los Angeles Motor Coach Company to vote thereat, and, further, in that the 1,290 ballots cast at said election for the Amalgamated Union represented less than one-third of the number of employees in the employ of those companies at that date.

4. From the outset of this controversy the Los Angeles Railway Corporation and the Los Angeles Motor Coach Company have maintained, and still maintain, that they have not violated the true intent and meaning of Section 7-a of the National Industrial Recovery Act which has been interpreted by General Hugh S. Johnson, Administrator, and by Mr. Donald R. Richberg, General Counsel, of the National Recovery Administration, to be as follows:

"Section 7-a affirms the right of employees to organize and bargain collectively through representatives of their own choosing; and such concerted activities can be lawfully carried out by either majority or minority groups, organizing and selecting their representatives in such manner as they see fit \* \* \*."

The weight of authority and sound reasoning, we submit, supports the interpretation of General Johnson and Mr. Richberg. These companies are observing the law as so construed. The question at issue is one arising under a law of the United States, and by the Constitution the judicial power to decide cases arising under federal statutes is vested in the Federal Courts. Therefore the difference of opinion as to the meaning of Section 7-a can be determined by no other tribunal.

5. The law and the executive orders creating the National Labor Relations Board provide that its rulings and findings shall be binding only on the executive branch of the Government, and accordingly the power finally to interpret or construe any Congressional Act such as Section 7-a lies exclusively in the Federal Courts.

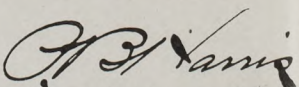
6. Were the Los Angeles Railway Corporation and the Los Angeles Motor Coach Company to notify your Board that they recognized the Amalgamated Association of Street and Electric Railway Employees of America, Division 997, as their employees' exclusive agency for collective bargaining, they would, voluntarily and without the consent of those of their employees whose rights would be determined by such action, be depriving those employees of their property right to bargain collectively, which right they believe to be, and which right, we are advised, is, vested in them by virtue of the provisions of our Code. This we cannot voluntarily do.

7. As your Board is aware, on November 24, 1934, approximately five hundred of the employees of the Los Angeles Railway Corporation and Los Angeles Motor Coach Company struck at 4:30 A. M. without any previous notice to their employers. They are still on strike and have refused to return to their employment upon the terms offered. The Amalgamated Union has, we are advised, expelled all their members who refused to join in such strike. Accordingly there are no members of the Amalgamated Association of Street and Electric Railway Employees of America, Division 997, now in the employ either of the Los Angeles Railway Corporation or of the Los Angeles Motor Coach Company.

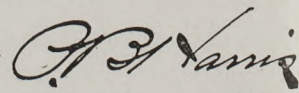
The record before your Board shows without contradiction that these companies have in good faith conducted collective bargaining proceedings with all their employees and have granted a majority of the requests made by such employees. We propose to continue so to bargain in good faith and sincerely believe that in so doing we have not been and are not guilty of any violation of the true intent and meaning of Section 7-a.

Respectfully submitted,

LOS ANGELES RAILWAY CORPORATION

By   
Vice-President and General Manager.

LOS ANGELES MOTOR COACH COMPANY

By   
Director.

## Notice to All Employees

The wife of R. P. Messersmith, Conductor, Division Five, died December 21, 1934. Mr. Messersmith was paid under Wives' Death Benefit Fund Assessment No. P-78. Deductions were made on payroll ending December 31, 1934.

R. A. PIERSON,  
Superintendent of Personnel.

## Journey's End

Pat Mathews, on the Special Roll, passed away December 17th. He was born in Mansfieldstown, Ireland. Mr. Mathews was employed by the Company as a watchman in the Electrical Department on September 8, 1903; transferred to the Mechanical Department as watchman on August 1, 1916, and was placed on the Special Roll February 1, 1930. Mr. Mathews is survived by two nieces.

\* \* \*

George Frederick Miller, Instructor in the Transportation Department, died on December 25th. He was born in Findlay, Ohio, and entered the service of this Company as a motorman at Division Two on August 12, 1912. He was appointed Instructor on October 1, 1920. He was a member of the Knights of Pythias. Mr. Miller is survived by his wife and stepdaughter.

\* \* \*

James Joseph Maloney, Foreman in the Way and Structures Department, passed away January 6, 1935. He was a native of Lattimore, Pennsylvania. He entered the service of this Company as Foreman in the Way and Structures Department on October 30, 1911. Mr. Lattimore is survived by his wife, a son and a daughter.

## Appreciations

We wish to thank the Los Angeles Railway Corporation, the Los Angeles Railway Square and Compass Club and the employees of Division Three Mechanical Department for the beautiful floral pieces, and the Wives Benefit Fund for the financial aid.

Geo. B. Magin,  
Eleanor Lora Magin.

\* \* \*

Gratefully acknowledging and thanking you for your kind expressions of sympathy.

Mrs. Jennie Miller.

## Bowling

By J. H. McCORNACK

Captain E. Fleming pulled his men out in the lead Wednesday evening, December 26th by taking three points away from a team that they have never been able to beat all season. This is an accomplishment when you consider that they had to spot two pins and one of their opponents captured the prize money for rolling the high score of the evening. They are standing in about the middle and have an excellent chance to pull near the top from now on. Consistent and good old steady bowling is Ed's motto.

## For Sale

Boy Scout uniform, hat, trousers, shirt and stockings. Fifteen year old size. \$2.50. C. H. Lewis, Schedule Department.



H. N. COLE

To say that Conductor R. J. Woodson is playing in luck would be putting it in too mild a form. To start with, he recently turned in an over-night case, for which he received a letter of thanks and a five dollar bill. Then came the bonus and a great big check which looked awfully good at this season of the year; and then a free turkey, and then to finish up this streak of good luck, his landlord gave him a five dollar bill instead of the customary turkey usually presented to his tenants.

Motorman John Heaberle has been working the "K" Line for a few weeks, and it pulls out very much earlier than his regular run, so it is necessary to fall back on his automobile. He says the only trouble about the new scheme of things is, that he has to give his auto a hot bath every morning before he can start it.

Another lucky stiff is Motorman Tex Huffman. In addition to his big bonus check and a free turkey, his daughter won a large turkey in a raffle at the bank where she works, so he had turkey again New Years Day.

That good looking fellow you see in the office early mornings, is Conductor J. O. McArthur. He has a job looking at Clerk Roy Ruggles do the work. Clarence Burnett, Conductor, is helping out evenings. Another good looking fellow.

Conductor Louis Rasmaussen was seen at the window paying a shortage the other day. He said it was the first one he ever had to pay. At this writing he is on the sick list. Must have eaten too much of that good turkey.

Operator T. H. Perkins, who was the victim of an automobile accident on October 22nd, is still off duty, but is coming on pretty well. He had one arm badly

broken and it will be several weeks yet before he will be able to resume his duties.

Conductor Ray Kelly is back on the Owl again after being off for several days nursing a severe cold.

Motorman J. H. Schrader, who has been indisposed for several days, is back attending to his duties as usual.

Conductor M. F. Hurst is back on his run after being confined to his home on account of a bad eye. He is all right now and is as farsighted as ever.

It is reported through our old friend, Bill Lambertson, that Motorman L. Burnett, who is still in the hospital, is improving.

Introducing a few of the new motormen with whom I have worked within the past three weeks: Motorman H. F. Thomas from Kansas City, where he was formerly a one-man Operator; the next in order is Motorman R. E. Rice, that big guy who is always smiling, he also hails from Kansas City; then comes Motorman L. O. Beard, the tall blond from Minnesota. We failed to get the dope as to which state we are indebted to for that red-headed Motorman, A. F. Jacobson. He is a fine fellow even if he has red hair. All we know of Motorman K. D. Murphey is that he is also a good motorman and likes his job. Motorman F. R. Mathews is a native son and a mighty fine fellow. Last but not least, is Motorman L. H. Schallcross, a very unusual name but he is developing into a very fine motorman.

Conductor George Evans is reported ill. He has been off for about ten days and is some better.



L. VOLNER

## Happy New Year!

A real old-fashioned Christmas was enjoyed by the men of this Division, and one might add, the ladies too.

Mrs. Rhoda Ruhlin, the popular stenographer, being the only lady employed, was given a wrist watch by the men to show in a feeble way the high esteem in which she is held. Then the wives, or some member of many of the trainmen's families, came to the office to get their turkeys, and showed they were very happy to be counted in the great Los Angeles Railway family. These turkeys were given to the men by various firms and individuals in appreciation for having maintained our regular schedules, and it was in a truly Christmas spirit that the men accepted the turkeys, for you could not find a more loyal bunch than the boys of Division Three.

Mr. Ferguson, our Superintendent, was given a desk set, and the way he prized that gift was enjoyed by all the boys!

Yes, Santa Claus was good to Division Three.

Among the many family gatherings was one at the home of Motorman and Mrs. G. A. James. Mrs. James had her sister and this lady's husband and their child-

ren as guests for several days. They had a big Christmas tree, and with a bunch of "kiddies" around it made it seem like it used to when we were younger.

During the first half of December Conductor L. E. Thompson was off duty nine days on account of sickness, but he managed to get back to work in time to do his part during the big rush in the week before Christmas.

Motorman R. Romani was another who had been off on account of sickness for quite a while, and he too got in the big rush.

Have you seen Conductor R. C. Timmons lately? Perhaps so, and you did not recognize him. He has had that "Charlie Chaplin" shaved off his upper lip, and it makes quite a difference in the looks of that thoroughbred rabbit dealer.

Up until about Christmas, rain, frost or any kind of weather, Motorman Bob Frasier would come to the barn each morning about five a. m. in his shirt-sleeves. The rest of the boys having on sweaters, overcoats and everything they could find to try and keep warm, wondered how he did it. Bob did not put them next to his secret, but he is now wearing a big heavy overcoat and his dress coat too.

Motorman W. A. Stebbins says he does not expect to be called into the office any more, for at a recent visit he saw the "big club" presented to Mr. Ferguson by the Guards, and he says he knows Mr. Ferguson is big enough to swing same.

In a recent issue of The Times an article by Mrs. Grant Clear, wife of our popular Line Instructor, was seconded by all those who read same. Mrs. Clear was writing of the satisfaction enjoyed by all who are members of the Los Angeles Railway family.

During Christmas week Conductor H. W. Corneth visited with friends in Sierra Madre.

Conductor and Mrs. E. C. Molster were among those present New Year's Day in the Rose Bowl to witness the great football game.

After his long hours on duty during the time before Christmas, Motorman F. L. Hutchison took several days off to rest.

We are all glad to see our very good friend Harry Trabue back on the job again after several days illness.

The boys of Division Three deeply appreciate the courtesy and fairness which was shown to them and their wives by the day and night details of the Los Angeles Police Department and also the day and night details of the special guards who have been on duty at this Division for several weeks.

Of the day and night details of the Police Department, Lieutenants Laurence and Church and Sergeants Quibell and Wyngard, endeared themselves to all with whom they came in contact by their courtesy and fairness, as did Captains of the Guard Fishburn and Krueger.

Conductor M. O. Brown underwent a serious operation for a growth on his right hand. He is now improving rapidly and expects to return to duty in a short time.

Conductor M. A. Triboulet, who has been off duty for several weeks on account of a fractured arm which he received while playing baseball, is back on

the job acting as Relief Flagman.

Motorman B. E. Johnson, who is the Manager of Division Three Baseball Club, is beginning to look around for material with which to form his Club for the coming season. It will be remembered that Mr. Johnson had a dandy good team last season.



## Division Four

C. J. KNITTLE

**There were many cheers when the pay checks, which included the bonus money, were handed out December 22nd. It would be impossible to describe the gratitude of the trainmen on that occasion. More details and letters of thanks may be found in another page of this issue.**

Well, folks, to begin with it is 3:30 P. M., December 27th. The strike, of course, is still on but the entire police guard has just been ordered to report to headquarters, probably to be replaced by officers who have been performing the less tiresome task of "pounding the beats."

The trainmen as a whole are working their runs calmly. The night men are constantly alert for trouble although practically no violence has occurred in the past two weeks.

One hundred and sixty trainmen have been assigned to this Division since the walkout. Ten were later dismissed from the service; seven for falsifying their applications, one for incompetency and two for intoxication.

While the highest degree of patience has been exercised in training the new platform men, incidents have occurred which, humorous as they may appear, were inexcusable and resulted in two of the above dismissals.

One new man reported in a drunk and disheveled condition early in the morning of December 24th. He informed the Clerk he was under the weather, hadn't been to bed yet but was heading for home. "You can call me if you need me", he remarked as he staggered away.

A few days later, another new trainman who had been marked up to a 6:00 A. M. "shine" arrived four hours late. He explained he was too sleepy to crawl out so early and figured a 10:00 A. M. show-up would be OK.

A third trainman failed to show up for the run assigned him on Christmas Day. When asked, the following morning, what had happened he said he had overslept and missed out. "So I thought I might as well stay home the rest of the day," he continued, apparently unconcerned.

While the burden of the instruction work was handled primarily by the Line Instructors and instruction car crews, much is due the "follow-up" men for their remarkable patience and the humaneness they put in their work of coaching the new trainmen after the period of breaking-in was over and they were attempting to hold their own out on the road. In this work Traveling Instructors Joe Hagan and Jack Knight were ably assisted by Operator A. Vejar, Motorman Billy Greenwood, Conductor Duke Lowen and Conductor S. T. Cooper.

Vejar is still chuckling over an incident which occurred on a "3" car two weeks ago. "Billy" (that's Vejar's nickname) boarded the car with a crowd at Broadway, westbound, flashed his pass and proceeded to the front end to "ride" the motorman. The motorman had recently been OK'd. After the car passed 6th and Vermont, Billy stepped a little closer and was giving the motorman a few friendly tips regarding the way he was operating. A minute later Billy felt a tap, tap, tap on his shoulder and turned to find himself face to face with the conductor. "Excuse me, sir," he begged, courteously, "but I must ask you to stop talking to the motorman. His responsibilities do not permit it and you will observe (pointing to the sign over the window) it is also against the law."

(Billy identified himself with equal courtesy. A thousand apologies followed.)

Christmas Eve found Motorman H. Berry sick-a-bed with a bad cold. Along about 8:30 or 9:00 the doorbell rang. Mrs. Berry answered it.

"A package for Mr. Berry." Mrs. Berry could not discern the features of the man who spoke but accepted the parcel with thanks. The man dashed away.

In the bedroom Berry gave the package a quick once-over.

"About eight inches square and ten inches long," he mused. "No address. Tied with dirty string. Man hurried away."

"Honey," said he, "Put this out in the back yard immediately. I'll examine it in the morning."

Early the following A. M., Berry retrieved the package, cut the strings and went into the contents. Wrapper after wrapper he removed carefully. Finally he reached the center of things. It was neatly done up in a piece of waxed paper, a piece of cheese, and a little note, "To A Loyal Employee".

Among the new trainmen at Division Four is Conductor Erwin Bige, who hails from the professional boxing field and numbers among his many accomplishments a decision over Ace Hudkins, the Nebraska Wildcat. In the next Two Bells we will give Bige's ring history and picture.

Then came the Christmas turkeys. And were they delicious? The appreciation and hearty thanks of Division Four trainmen were conveyed to the Los Angeles Times by Conductor S. T. Cooper.

Motorman-Operator R. J. Crothers of Line "O" drew the largest pay and bonus check at this Division. The amount was \$147.00. \$41.00 of it was bonus.

The little restaurant at the rear of the Division Building (on Sentous St.) is now owned and operated by A. H. Garrett. Garrett was, for several years, an operator at this Division but was forced to retire in January, 1933 on account of ill health. "My sentiments are for the boys who stuck to their jobs", says Garrett.

\* \* \*

### Weddings

Have authentic information here that Motorman L. Clark was married December 16th and Conductor T. O. Latham was married December 28th but that's all. How about some details, men?

\* \* \*

Our good friend, J. M. Bean of the

Schedule Department who has been loaned to this Division temporarily to perform the duties of motorman or conductor, was married on November 23rd. Don't know the young lady's maiden name but we're mighty proud to say, Congratulations! And best wishes for lots of happiness in the years to come.

\* \* \*

Our sympathy is extended to Motorman C. L. Seibert whose father passed away on Thanksgiving Day at the family home in Bell.

It is also with regret we report the death of Conductor D. L. Adams' father at his home in Mound City, Kansas.

"Shorty" (Geo.) Nidick, our dancing motorman, is the proudest uncle that ever was, and to one who is so overwhelmingly happy over such an event, a little publicity is in order.

It happened December 28th at the home of his nephew—a baby girl of just seven pounds. They've named her Shirley Annie Coates. Congratulations, Uncle George.

Is 13 a lucky number? Student-Conductor Walter LaCreauex is not so sure. About 4:00 A. M. December 30th, Walter boarded a "U" car to come to work. On presenting his transportation card to be punched, the conductor observed that only four squares were punched out. "I'll just punch out this 13 for good luck", he remarked. In less than an hour Walter's "A" car derailed and crashed into a beer parlor. He was removed to the Receiving Hospital with a possible skull fracture.

auto were "up to their eyes" in the water and no way out for Mr. Doherty except to swim; these men came along with their car and hauled him out with a trolley pick up. Two turkeys at once, gosh!

John Rhodes, our popular janitor, wasn't in on the "turkey" deal, so the boys who were present chipped in a nickel apiece and gave him enough to buy the biggest turkey in town.



Ellen Catherine, age 4 and Francis Joseph, Jr., age 2, daughter and son of Conductor F. J. McDonald of Division Five. Mac says these are two of the many reasons he did not go out on strike.

Many of the wives, daughters, sisters and probably sweethearts came down with the men when they came to work and frightened the turkeys home. Come often girls.

When John Rhodes, our janitor, was asked if he had anything to say through the Two Bells about his turkey he said tell them: "I'm too full of turkey to talk." John had a bad cold. Mr. Dickey gave him some cough medicine which didn't last long, now you would think John had T. B. he is still coughing hard trying to make Mr. Dickey think he still has the cold! He wants some more cough medicine.

If any one has put in any more hours during the strike than our Foreman, Jim Madigan and Clerk "Muck" Muckenthaler, they will have to find a longer day than our calendar shows. Jim and Muck worked almost night and day.

T. C. Strobel is relieving Fred Mason during the strike while Fred is on "vacation" at 11th and Broadway. We hope Fred enjoys the vacation.

While the boys at the office were not out in the front line trench, they have been working hard enough to make up for most anything they could have run up against out there. Mr. Cline, Mr. Paine and Warren DeMuth all worked double shifts.

Part of L. L. Hiller's bonus had to be used to account for five W.P.'s that he laid down somewhere and forgot to pick up. P.S.—Finder of above tickets will please communicate with Mr. Hiller, \$7.15 worth.

Tex Bourland crabbed something terrible when he had to work a few minutes overtime until he heard about the bonus, but from that time on he was under everybody's feet trying to get some extra

work. When he received his check he began growling about some time off so he could spend that money.

H. F. Snow rose up on his hind legs to remark that the bonus should have come in separate checks, so the fellows could hold out on the good wife. Come to think it over it wasn't such a silly remark at that.

Our friend Switchman Ed Kasal has returned to the front end again, and Conductor R. L. Wilson was appointed Regular Switchman to take Ed's place.

We have a great many new men, all of them real nice looking fellows, and we hope they all get along fine and furnish the Scribe plenty of items for the next Two Bells.

Conductor H. C. Harty made a business trip to Bakersfield and is now back on the job.

Some of the new men say these jobs just came along in time, not only for the Christmas Holidays but to keep the Big Bad Wolf from the door.

Motorman W. S. Campbell, who is still on the sick list, dropped in a few days ago to say "hello" to the boys; we are glad to see W. S. around again.

Oscar Elrod and Walter Hole are about as busy as they make them these days; they have 81 students partly OK'd and it sure keeps them busy looking them over.

In looking over our leave of absence sheet we find we have no men on leave, looks like the boys like to work these days.

Conductor F. H. Duncan was on the sick list for several days. This is unusual for Frank, guess the long hours and hard work got him down.

The boys of this Division wish to extend their heartfelt sympathy to Conductor Robert P. Messersmith who wife passed away on December 21st.



FRED MASON

Grateful expressions and broad grins were very much in evidence on Friday, December 21st.

That juicy Bonus made everybody on the receiving end, forget all about the hard knocks they have been getting for several weeks.

I hope everybody will believe me when I say that it made Christmas of 1934 a stand out among Christmases.

On November 24th—"REMEMBER THE DATE"—24 men were in the book to be laid off—only one of the 24 was off. He is still off.

John P. Taft must have had his mind full of turkey, because when he signed a note of appreciation to the Times he signed John P. Turkey.

Roy Platner came in for his turkey, and his wife had beaten him to it. He registered a protest, so it must be that he was in the "dog house".

The general note is, that those Christmas turkeys were the finest birds anybody ever raised.

T. Y. Dickey tried until 8 P. M. to figure himself in on the turkey deal, but for the first time in the history of Division Five, everybody "SAW" the notice and everybody hauled off one. So T. Y. went hungry.

J. A. Gannan and C. W. Coulter each received a nice letter and a turkey from Mr. F. P. Doherty, who is fortunate enough to be a friend of Mr. Haskins. It seems that January 1, 1934, the night of the heavy rains, Mr. Doherty and his



F. ARLEIGH FRAZIER

Everett Kinnion had his Christmas dinner served a la soup due to having his teeth removed.

John Mathis now has goat milk for sale. Strange how when you get so old you turn to rejuvenating foods.

Stanley Knowles has returned after being off two month for an operation. He came over to the Machine Shop for a checker game but did not get far so has not come back to try his luck again.

We wonder where A. Perez get so many girl friends. He's been getting greeting cards for a week delivered for him at the Shop. Must be protecting them against censorship. One does hate to read second hand mail.

Attention Mr. Albright, Ed Carmody just made a flying trip to Boulder Dam over the week end in six and one-fourth hours.

A. Edmunds could not see to work in his garage so he decided on a novel way to let in more light by removing most of the roof with his shot gun.

December 13th Fred Andrus' wife gave him a new pair of pants and red flannels. The first morning coming to work he

tried to catch a street car that wasn't there and fell down in the mud. He tore the pants, red flannels and his knee.

Fred Andrus has been here about 50 years and, not being good at puzzles, would like to have some one figure out his rating to see how far he missed a Thanksgiving turkey.

Herman Houer of the Winding Room is off sick with pneumonia. The recent cold wave and pneumonia are not very good companions so be careful, Houer.

H. W. Shenton started to work with the keys of his car in his pocket but thoughtfully decided to take them back home and consequently was late to work.

Going westerly on Seventh Street, west of Figueroa, J. P. Hayes, when questioned, said he was looking for Barker Brothers. As there was no fog suppose he thought Barker Brothers was located in Westlake Park.

Everett, Washington is the locale of a visit of H. C. Smith's wife.

H. P. Eimers' niece (who is a nurse) has returned home and now he is on the sick list.

Cliff Dennell has bought a Moon auto and in about a month his wife will take another chance riding with him.

Now that the truck men have shaved their mustaches off Chas. DeBaum is raising one. Wonder how Reynolds, Beebe or Vic Lee would look with a nice big beaver.

Arizona welcomed Joe Jeiger for the holidays.

L. Danforth is back in the Paint Shop.

Our sympathy to Homer Green whose sister passed away recently.

Lee Crump says he hasn't any news but that he ate too much turkey.

John (not Gus) Sonnenberg replaced Louis Kraus who has returned to the Divisions.

Chas. Shelford didn't show up Wednesday after Christmas. Joe says he doesn't know whether it was too much turkey or Old Stout.

Jimmy Hallahan goes into a market and orders a pennys worth of carrots, a pennys worth of onions and a pennys worth of radishes wrapped in todays paper. Vonder vot he iss. Sich an up to-date order.

Right after Christmas Ray Schollen makes a wish for \$40.00.

With the holiday season over, we are now ready to embark on a New Year, which it is hoped will bring new and better conditions to all.



## ELECTRICAL



WALTER WHITESIDE

### LINE

The employes of the Line Department extend their thanks to the Management for the recently received bonus.

During the past month Frank Tarpley and Jack Turner spent a few days at home nursing colds.

Frank Archer is still off duty, as you probably know. He was hit by an auto-

mobile while working on an electric switch, breaking several ribs and his collar bone.

When Leo Maag dropped a clamp through the tower car window Charlie Hunter was so scared that he laid flat on the floor of the car for half an hour. Finally Leo explained to him what had happened.

Harry Zehner took a chance on a revolver and won it. He is now wondering how to take it home as he has no gun permit.

Ray Kiddoo met with a painful injury while working on his country estate. He had the misfortune of running a nail into his foot when he stepped off a ladder.

Boss Yeager tried nursing a cold at the office but failed, so he had to take a few days off to fix himself up. He felt so peppy on returning to work that he showed "Sailor" Urban and his men how to scrape dirt off the fence in the yard.

The boys of the Line Department are wondering why Charlie Kirkpatrick won't let anyone see the Christmas card he received from a movie star friend of his.

R. E. Baker was seen on South Broadway with his family doing Christmas shopping.

Notice that Ben Fulton is getting quite childish with his "Action Back" suit.

Howard Barnum was the only one in the Yard on December 26th with a red nose. He says it sure was cold out. (Oh yea.)

Frank Greenlaw says that he isn't going to break his new meerschaum pipe on an old guy wire, he is going to save it till he gets old before smoking it.

It was just a year ago Christmas Eve that Shorty Bumbaugh and Carl Welch drove into the Yard with beautiful black eyes which they received from a couple of drunks while their driver, Harry Whitley deserted them for safer quarters. However, things were different this year. Before going out the day before Christmas they threatened their driver saying that he better not desert them this year. He laughed and told them not to worry, he would protect them. Sure, their new driver was Paul Maris. I'll bet that the crew that went out with Harry kept their hammers handy.

Tex Johnson had the Christmas spirit on December 24th. According to reports, Tex was nicely parked near the curb in town when a stranger drove up and asked Ted if he knew where one could find a parking space. Tex politely drove his car away from the curb and gave his space to the stranger. Driving away in search of another for himself, he wished the stranger a Merry Christmas.

### SUBSTATIONS

The employes of the Substation Department wish to thank the Management for the recently received bonus.

Charlie Coe has been quite ill during the past month but, according to latest reports, he is up and around again.

When Bill Christmas of Division One wanted to get hold of O. R. Payne late Christmas Eve, he called the Load Dispatcher. Gerald Coxe answered, whereupon Bill said; "This is Christmas at Division One," and before he could say anything more, Gerald said "I know it,

and it's also Christmas here at 16th Street".

Bob Bass stood under a sprig of mistletoe for half an hour with a daring and defiant look, but when Miss Howell of the Line Department walked toward him he only turned red and walked away. John Burke then walked in, and seeing Miss Howell under it, promptly walked over and took full advantage of same. (John you better not take this issue home).

E. O. Thurtell will challenge anyone to a cross word puzzle contest.

Welcome to the Department, George Willson. George is now located at 16th Street Sub.

E. J. Clardy, who has been helping out in the Automatic Subs, is now at Plaza Sub.

Ed Wade is now third Operator at Westlake, and C. E. Martin third Operator at University.

Understand that the Automatic Substation men are great lovers of cats, especially if they stay out of the high lines.

Number 2 machine is back in service at Sentous after having the A.C. end overhauled.

### ELECTRICAL CONSTRUCTION AND BONDING

The employes of the Electrical Construction and Bonding Departments wish to thank the Management for the recently received bonus.

When F. A. Maloney arrived at work the other day he had to be identified by Nels Lane to get into the Yard. Better be sure you have your pass after this Frank.

Ralph Wright and Harley France were seen sitting in the front row straining their necks looking at the dancing girls at a recent function. Next day both boys called at the Personnel Department to get orders to have their eyes examined.

Sorry to hear that Dad Gaston, a former employe of the Department, who is now on the retired list, was taken down with a stroke on Christmas night.

When anyone desires to find Pete Goodas and his men, they usually wait around the Whittier Dump. The way the bonds are stolen it necessitates a visit there every couple of days.

Claude Campbell paid us a visit the day after Christmas. He says that Santa Claus was sure good to him. Claude sends "A Happy New Year" to all the boys in the Department. Claude was formerly head of the Bonding Department, but is now on the retired roll.

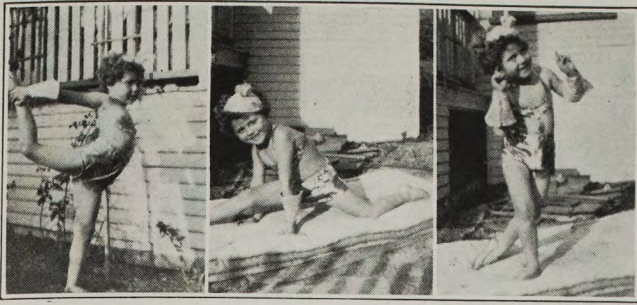


## 16th Street Coach

J. H. McCORNACK

The boys wish to thank the sponsors and contributors of the turkey fund for the very fine birds that they received. Nothing can be heard but compliments as to their tenderness and flavor.

Pop Campbell, that new sheik on the State-Southern Line, has a new cap. He only worked out there two days and re-



**Little Dawn Farrell, daughter of Operator D. E. Farrell of the 16th Street Coach Division. Dawn is only five years old, but is quite an accomplished and graceful dancer. She is shown in three poses.**

ceived fifteen Christmas dinner invitations.

D. Gail Barstow has only missed one night in seeing the girl friend in six months and that because he was stuck in the rain out on Wilshire.

D. P. Tubbs missed two days work on account of an attack of the flu.

Mike Besenty took a sick leave over the holidays.

After five years of service Stinky Davis has decided to go to work. He has picked a run on Florence-Soto and reported late so many times that he wants the schedule changed.

L. H. Turpin has been confined to his home with the flu since the 6th of December. He returned on the 24th just in time to get his turkey.

J. Kresge sent in a special request to not make the mistake of giving him a sparrow instead of a turkey.

Al Brehm has been issuing uniform orders in his sleep.

The Prince of Wales is now working on East Ninth Street.

G. Goehler and family spent New Years in Yosemite Valley.

#### GARAGE

The Second Shift dedicated a Christmas tree to the First Shift. The idea was so well received that all shifts began putting on presents. J. Deam received a pair of Man Mountain's shoes; E. Hansen a pair of gloves; J. Summers an old battery plate; R. W. Anderson and C. Simmons a can of snuff; C. B. Lindsey a comb without any teeth; J. Gentry an anvil; G. Oliver a demerit card; B. Walters Trotsky's flag; D. Ovard a smashed headlight; W. Weberg a kodak and a pair of fancy pants; D. Rishel a bowling ball made of grease; C. Hardy a boat; E. Sullivan a fishing pole with a boot on the hook; E. Dick a bottle of listerine; J. Jackson perfume; W. Dewhirst a bag of nuts; L. Bignal a jar of vaseline; R. Lingford a block of wood; T. Juris knee pads; F. Ralphs the breast bone of a duck; S. Turner tooth ache medicine; W. Baker a milk bottle; R. Wilding a six foot wrench and E. Wetzler a bull whip.

E. R. Sullivan won the Christmas jack pot of \$100. Here goes for a new fishing pole.

Yes, Claude Simmons got his bonus.

Eventually we are going to have a skilled crew in pulling coaches out of the mud. Every year we have some to pull out and every year they pick a worse place and a worse night. Ask Buck Jones.

It must be a privilege worthy of a nice Christmas present to get to work with J. Keller.

The boys fixed up a nice package and tied turkey feet onto it for M. McInally.

The joke went over big until the feet fell off. The feet were put back on and this Christmas turkey was given to Sam Atkins. The last we heard from it, it was on ice in Frank's restaurant.

Ye Scribe has been enjoying a most wonderful visit over the holidays with his mother. The main attraction was her granddaughter whom she had never seen.

Chief Clerk F. O. Rowbottom, is having the pleasure of a visit from his sister, Mrs. L. Barter, of Harvard, Ill. She arrived New Year's Day.

J. Doerr has been on the sick list with a very bad cold.

J. Gentry has recovered from a case of blood poisoning in his finger.

Superintendent C. B. Lindsey is fighting off an attack of influenza. He has been barking at G. Oliver and George has been barking at him.

H. Pearson visited his parents at Wilhows, California, over the holidays.

W. Turner, W. Craig and Paul Wood have been entertaining colds. E. Wetzler should have been off duty but had to take Turner's place so his cold didn't do him any good.

Wm. Decker has earned the name of "On Time Bill". Some of his friends report that they received his Christmas card right after Thanksgiving. That's all right, Bill. We're glad to get a card from you any time.

T. Juris and J. Jackson wear the same size underclothes.

C. B. Lindsey has a boy that will get along alright in this world. When the battery of his English flashlight became weak he loaned it to his Dad to demonstrate to his friends.

D. J. Sullivan had a hard time finding his son a present that he could play with.

H. Nordmark bought the girl friend a very fine present then lived in agony till he found out what she was going to give him.

Anyone who wants his lawn cut and hedge trimmed, see T. Ake.



**R. E. RUSSELL**

Mrs. Dummer advises the Scribe that she has found it necessary to dispose of the family garden hose because Charlie (Junior) has been so jittery since November 24th that he can't stand the sight of it. Careful investigation brings out the

astonishing facts that Junior was in the drug store near the Garage for dinner on a certain night when someone knocked a bottle of 600 proof gin off the counter breaking the bottle and the resulting fumes caused what the rest of the boys describe as a mild case of gin-intoxication which caused him to retire, or attempt to retire early in his semi-private boudoir-nee-Mr. Van Vranken's office, this room having been selected for sleeping quarters because of its privacy. Having never been a DT patient, he did not recognize the symptoms, and after carefully folding his uniform to prevent wrinkles, he threw back the covers and proceeded to crawl in. Imagine his surprise and dismay when he found by actual contact that the bed was already occupied by a lady garter snake named "Tillie." Being of a trusting nature she immediately tried to snuggle up close to Junior to keep warm but he had already left on his second trip to the ceiling, and to avoid being mashed on the rebound she had to hide under the bed. The reserves were called in and Junior finally stopped on the sixth trip, it requiring the combined efforts of all concerned to hold him down until the snake could be removed to the dispatchers office. In the melee Junior's trousers vanished and he nearly had to pull his run the next morning in his BVDs. Tillie states she will never trust a bus driver again under any circumstances.

"Skipper" Barnes now knows that a twin coach will not float like a battleship regardless of the fact that it looks like one. Good judgment being the result of experience, and experience the result of bad judgment, the Skipper proved the point by trying to float a twin through the high water in the cabbage patch on Crenshaw Boulevard. Success seemed to be crowning his attempt but the ship struck a submerged reef and sank to the bottom. There were no casualties as the Skipper carried all the lady passengers to safety on his back leaving the male passengers to shift for themselves. It took all of his bonus to pay the cleaning bill for his uniform and the hush money given the Mechanical Department to tone down the report.

Bill Baker is breaking in on the Dispatcher's board and report is that he is fast becoming very proficient, so much so in fact that all calls are promptly plugged through to the wrong party.

Bob McDaniels is now Relief Cashier. Imagine our surprise when he appeared in a swell suit of flashy clothes which so far he has been unable to explain. Someone asked him the other night if he wasn't the proprietor.

The Motor Coach Company members of the Los Angeles Railway Rifle and Pistol Team announce the withdrawal of the Virgil Street members from the Club and the formation of the Los Angeles Motor Coach Rifle and Pistol Team. Anyone working out of Virgil Street is welcome to join.

\* \* \*

#### Married

Robt. D. Crandall and Viola Mae Benefiel were married December 12th in Yuma, Arizona. They were schoolmates in West Seattle High School at Seattle, Wash., Mrs. Crandall being the daughter

of Captain and Mrs. Arthur Benefiel of that city. Should the Captain visit Los Angeles, "Skipper" Barnes should be given an invitation to dinner so that the two of them could discuss their sea experiences, the "Skipper" having recently qualified as a deep sea sailor. Whether this point is settled or not, we wish to congratulate Mrs. and Mrs. Crandall.

\* \* \*

Under the personal direction of Operator Hubbert several of the boys are trying to acquire a Southern drawl. The members of the class embrace all those in the train room on a certain Sunday morning when a certain young lady called.

The most proficient man at Virgil Street is Operator Taggart who was recently observed in the drug store passing food with one hand and drawing pictures with the other. Two spectators fainted when he reversed operations without losing any time or food.

### MECHANICAL DEPARTMENT

Hank Thompson says there is no news as the coaches are all mechanically O.K. if the boys will only keep water in the radiators. He is looking for the man who gave him a bottle of Christmas cheer without a cork screw. As the present was not complete, he could not spread the cheer.

Geo. Ollinger, who was in charge of the Day Shift Christmas day, has a large red apple donated by Howard Wallace. Howard evidently remembers how to get good grades in school, as well as how to avoid getting the job of changing transmissions, which job all the boys fight to get.

H. J. Lopez expects his third wife to arrive soon from the east.

Lew Powell got sick on a Christmas cigar. Now I will tell one.

Johnie Tretow expects to buy and operate a turkey ranch soon near the ocean. He states Ed Wynn gave him the idea of crossing turkeys and octopuses so he will have more drum sticks and he won't be satisfied until he tries it out.

Joe Clark bought his turkeys on the hoof but couldn't resist a peek at them while they were stored in the Garage. Result, they both got loose and Dick Tubb being the only mountain goat in the Garage had to recapture both of them. Joe shed real tears when the police refused to shoot them off the roof of the gas pumps even though he offered all of his bonus as a reward for their marksmanship. Better stick to fish Joe.



F. F. ROBEY

### DIVISION ONE

R. O. Martin had the misfortune of losing his mother on December 20th. We all extend our deepest sympathy to him and to his family.

The latest report from V. R. Bell is that he is recovering rapidly and will soon be back to work.

E. F. Skinner recently bought a new DeSoto coupe.

We have to admit that Al Wutherick knows how to get there. When visiting the Santa Anita race track, he went in

under the fence and came out through the gate. Al can give us the "low down" on horse racing now.

J. Bradley and C. Heywood both acquired new cars before Christmas. Jimmy got a Studebaker coupe and Clay got himself a Plymouth sedan.

### DIVISION TWO

"Babe" Brown was picked up the other night on his way to Division One. The cops thought he was a striker, the way he was following cars. But he was on the job and after Doc Robey verified his statement, they turned him loose.

William Sloane, an old timer from Division Four, has been pinch hitting for James Carmichael who was absent a few days.

D. C. Ferris worked a couple of nights in place of Richard Haynes.

Sorry to report that the wife of J. T. Albright has been very sick lately caused from high blood pressure.

C. Claypool, another old timer out of the Line Department, spent a couple of weeks here as Shop Watchman.

Wonder just why Sam Cohn had to have a chaperone escort him home every night? Maybe it was on account of the dark streets.

We understand Keifer of the Stores Department has applied for a night job.

The night crew wishes to thank Mr. and Mrs. Fox, our corner druggists, for the real feed they donated the other night when we were hungry and tired. The recipients were: W. T. Brown, W. T. Reynolds, C. DeBaum, H. T. Brown, W. S. Cohn, George Ramsey, F. F. Robey.

### DIVISION THREE

Christmas is over once more and turkeys and headaches have disappeared.

The wrist watch fad seems to have hit Division Three in Santa Claus' visit. Be careful boys.

It seems the boys from the south end have to drive in to make the late shift.

Division Three seems bare after losing a lot of our center entrance cars.

F. J. Rappe, Car Cleaner Foreman, stepped out with his wife to San Diego for the Christmas Holiday.

T. Hubbard is the lone day man still living in Hawthorne. He still has a fine bunch of rabbits, too.

Division Three Mechanics are all Americanized now. Those who were not born in the United States have their citizenship papers.

### DIVISION FOUR

Jack Bradley celebrated the Christmas Holidays in Arizona, visiting friends and seeing as much of the country as possible during his short stay. Reports a wonderful time and says there is sure some wonderful scenery in our sister State.

We are glad to hear that the son of O. Howard is rapidly improving after an appendicitis operation. And we hope he continues to do so.

E. D. Gaston and N. E. Swanson are absent from work due to illness. We hope they will be able to resume their duties very soon.

Harold Beck has joined Division Four's motorcycle troupe, riding a model "30"

Henderson. E. A. McCurdy is expected to be the next member.

### DIVISION FIVE

We know that the Los Angeles Railway employes really had a Merry Christmas and we are glad to know that some of them passed it on to others not so fortunate as themselves.

It is not generally known that Fred Dudley, Sr. is Scotch but when he sent Christmas cards and only put half enough postage on them, it looks as though he might be a cousin to a Scotchman or "sompin."

We extend our sympathy to our Assistant Foreman G. P. MacQualters, whose mother passed away recently at her home in London, England.

The Supervisory Force at Division Five wishes to thank the Store Department through this column, for their cooperation during this so-called strike.



H. I. SCHAUBER

Our genial Vernon Yard Foreman, Herman Liebelt, was injured December 17th, by being knocked down by a boy on a bicycle. His kneecap was fractured and he is in the California Hospital. 'Stoo bad "Dutchy" and just when the bang-tails were starting to run.

Fred Kessler and Jim Maloney are on the sick list.

Carol Thompson and Otto Johnson, both report a present that was not left by Santa Claus but by Old Doc Stork. Both mothers and babies are doing nicely. Congratulations and thanks for the smokes.

Vernon Yard's Basketball Team announces the opening of the season on January 14th. If you want to see a fast game come on out. Bulletins will be posted in the various Divisions stating just where, when and with whom the games will be played.

It's a poor strike that won't bring out at least a few laughs. Our Yard cartoonist, B. J. Weatherbee, has shown some of them in a cartoon. The boys were on duty at night in different parts of town and, of course, were bothered by police, drunks and bums. One drunk felt sorry for the poor boys who had to work in the cold all night so he decided to keep them company. When the coffee time came around he thought they were keeping him company and tried to keep them from drinking his coffee. Then there was Al Curfman who got so tired of telling the cops who he was and why he was there, that he told one he was in the dairy business. Fullbright found a stew just about passed out and put him to bed on a sign board at Fifth and Figueroa. The artist himself had an encounter with a French girl slightly under the weather, and had quite a time in keeping Carle Heffington behind him. The sketch shows Carle and his driver, Bill Rankin; and to any one who has herded a five ton truck for a hundred miles or more every night, the picture is self-explanatory.

Bert Schaubert is still on heavy duty so this is by Sparks.