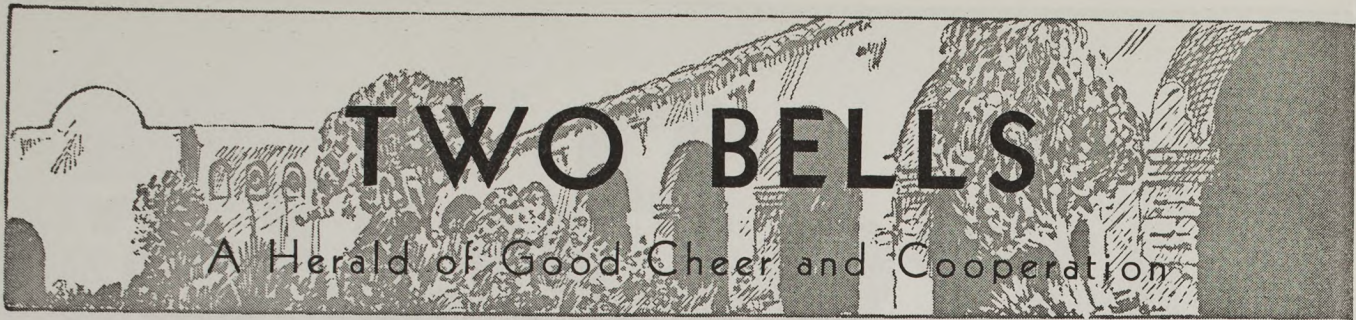


Two BELLS



ARTS & IDEAS



Published Monthly for the Employees of the Los Angeles Railway

Volume Sixteen

March, Nineteen Thirty-five

Number Three

JANET C. McNEILL

Publicity Manager and Editor

Banquet to be Given Winners

The banquet to the winners of the Safety and Courtesy Contest, which ended February 28th, will be given on March 29th to the lucky trainmen, their wives or lady friends. The big event will be held at Westgate Masonic Temple, corner of Pico and New Hampshire. The dinner will be at 7:00 o'clock and after the dinner a very worth while show will be given.

The Winners

Division One

Motormen F. E. Kimble, C. A. Kern, A. I. England, J. A. Wigren, F. C. Shafer, T. Forrester, J. Waddell, H. L. Ihrig, L. L. Smith, J. F. Haerberle; Conductors W. W. Ruetter, M. S. Thomas, L. E. Adkins, A. A. Lithgow, R. W. Brigham, W. E. Marsh, E. L. Tree, J. M. Boehm, D. R. Greenfield, E. F. Weaver; Safety Operators H. O. Nelson, F. R. Combs, J. H. Bell, T. R. Guidebeck, W. H. Stanley.

Division Three

Motormen A. Bauman, H. H. Baxter, G. H. Bedbury, B. F. Blake, R. Gholson, J. Hellman, H. W. Livesay, J. H. Miller, A. Pfeiffer, L. Rosa; Conductors C. W. Aen, V. E. Davis, C. H. Deane, I. Gasparro, W. S. Rice, L. L. Sweet, M. B. Wickline, T. N. Willis, J. M. Wilson, S. T. Wride.

Division Four

Motormen E. C. Secrist, C. Larson, E. Reichelt, J. McKeown, L. D. Gordon, G. La Creauex, F. W. Preston, F. Hoff, D. L. MacDonald, C. Taylor; Conductors E. T. Smith, J. Howarth, F. W. Reynolds, D. L. Lowen, C. A. Rogers, A. W. Horton, H. O'Neill, C. J. Knittle, R. E. L. Carroll, C. W. Beckner.

Division Five

Motormen C. N. Stowe, W. F. Cooper, H. T. Sanders, J. Saffores, J. W. Nester, W. Atchison, J. L. Zellers, L. Strain, W. J. H. Hewett, M. McConnell; Conductors E. A. Moxley, S. C. Webster, C. E. McCarthy, J. Turvey, M. B. Phelps, W. H. Engle, J. E. Laws, E. W. Gay, F. E. Rainey, T. H. Carey.

Coach Division

Operators W. T. Rowe, W. H. Coker, W. Haynes, W. E. Rinker, H. Evans, K. R. Handley, C. L. Campbell, L. W. Stevenson, A. N. Dalbey, G. W. Summers.

Los Angeles Motor Coach Company

Operators D. C. Hull, G. K. Stanford, W. G. Kaufman, W. E. Porter, A. Bailey, C. F. Dummer, W. S. Henderson; Conductors I. E. Botts, O. C. Sabin, R. F. Knauf.

February Results

Division	Number Displaced	Number Displaced More Than Once	Number of Men Participating
1	130	64	350
3	73	16	412
4	111	36	494
5	74	9	427
Coach	46	6	223
L. A. Motor Coach	34	2	253
Totals	468	133	2159

George Lane

Greetings from George W. Lane, our genial and beloved Paymaster these many years and Assistant Secretary of the Corporation, bring his host of friends the keenest pleasure. While Mr. Lane's illness has been of a serious nature, Mrs. Lane reports marked improvement in his condition and that he is now progressing satisfactorily. We all heartily wish for him a splendid recovery and hope to soon welcome him among us.

A Misjudgement of Three Feet

By JOHN C. COLLINS

Supt. Meter-Mileage Department

It seems difficult for some men to understand that they are not hired just to give them a job, but to do a job and to do it in a particular way. Each man is instructed in a system which conforms to our rules because experience has taught us that when the principles embodied in those rules are followed the trainman is free from trouble and produces the result we are striving to attain.

A man must observe certain rules regardless of where he works. In street car work we can not keep a man who has to be watched all the time to see that he does the right thing. No one can take this job from you but yourself, but you must realize that you are important to this scheme of things only insofar as you contribute to the success of it.

Time is important in our work, and few men realize the value of time because most of them have had so much of it on their hands that they did not know what to do with. It never occurs to them to take a few seconds precaution and avoid the risk of doing damage or injury to some one else and avoid putting themselves out of the service at the same time.

The best use you can make of time is to always have something you want to do—a job that will take all your attention in order to improve upon it and to gain a better perception of it.

When you learn that nothing happens without cause you are in a position to read conditions so as to anticipate what may happen and to control situations.

There is no excuse for a collision of cars. To collide with an automobile which you have been following, or that has been standing on the track

for some time, is about the same as colliding with a car or coach.

Many a man has said to me, after a rear end collision with an automobile, "If he had given me another three feet in which to stop I would not have hit him." There is only one way to get that three feet and that is to take it yourself, and you have all the distance from where you made the last stop in which to prepare to take it.

When an object is on the track ahead of you, you know it is there, and if you follow an automobile without stopping distance of your car you are trusting to luck, not to judgment. If your car is overtaking a moving object, you soon reach a point where that object must be considered a standing object instead of a moving one.

No man will be discharged from this job who does his work as he would do it if his Superintendent was standing beside him, listening to every word he spoke and watching every move he made.

How To Tell Your Troubles To The Dispatcher

By J. A. BODLEY
Chief Dispatcher

Recently my old friend, C. J. Knittle, Conductor and Two Bells Scribe of Division Four, dropped in for a short visit. As C. J. is a very observing individual, and intensely interested in his work, I was not surprised when he informed me that he had a suggestion to make that would be of great help to the new men in making telephone reports to the Dispatchers.

As a matter of fact, his idea was just what I was looking for, and needless to say, I welcomed it. I imposed on his generous nature by asking him to put his idea in writing, and submit it for publication in Two Bells.

As C. J. is a Line Instructor, and has had considerable experience in other branches of the Operating Department, he is qualified to give the proper procedure when reporting to the Dispatcher, and I am making his suggestion my own and asking that the procedure outlined be followed.

In this article, "How to Tell Your Troubles to the Dispatcher," it may appear that I have drifted from the subject, that I am merely telling our troubles to the trainmen.

A Personal Message From Our President

To the Men and Women of
the Los Angeles Railway:

Illness has its compensations. The kind acts and sympathetic expressions of friends in the Los Angeles Railway organization, when I was sojourning in the hospital, cheered and encouraged me tremendously; they helped me along the road to recovery. How pleased I was and how grateful I feel, it is beyond my power to tell you. When I am fully restored to health, so that I may resume my duties I hope to meet and thank everyone of you personally. Meantime, for this message of gratitude I must take advantage of the columns of "Two Bells".

Sincerely,

S.M. Hawkins

March 10, 1935.

To correct this impression, the trainman must understand that my object is to explain, as briefly as possible, how to begin your emergency call, what essential facts the dispatcher will ask you and the order in which he puts his questions.

In many cases the taking of accident reports is interrupted because the conductor failed to note the name of the cross-street where it happened or the exact time. Then, too, many conductors are unable to give the motorman's name and cap number. In some cases the accident occurred on the relief trip and the motorman cannot be found. In these cases the dispatcher is obliged to call the Division office for the name and number.

Conductors reporting B O fare boxes are oftentimes not prepared to give the fare box number.

Others calling in for switchbacks have failed to note the number of passengers on their car or how close is the following car. It is surprising, too, how many cannot give the cause of delay.

If you are delayed by mechanical trouble, obstructions on the track or power trouble please let us have your report promptly but, above all, be prepared to give us the essential facts when you lift the receiver to call.

The dispatcher's "Hello?" should be answered with a brief description of your trouble, for example, "B O Fare Box," "Accident Report," "Trol-

ley Wire is down at First and Gless," "We are tied up by fire hose at Venice and Grand" or "We need a mechanic. No air," Follow up immediately with

"This is Line.....
Car No.....
Train Run.....
At.....
Direction Traveling.....bound
Conductor.....
Badge.....
(If reporting an accident, continue with)
Nature of Accident.....
Location.....
Direction Traveling.....
Time.....
Damage to your car.....
Motorman.....
Badge.....

I would suggest that all conductors and operators clip this form and paste it inside the cover of your trip sheet holders. Then, after your next accident or trouble occurs, jot down those items before calling us. You can then hold it before you as you talk. By timing each item (we write pretty fast up here) you can read off the form, thus saving your time and our time with no possibility of an error.

We shall be grateful to you men for your co-operation in this matter.

Baseball Season Opens March 17th

Lineup of Teams

Bull's-eyes and Misses

The 1935 Baseball season opens with a bang on Saint Patrick's Day. The first game of the day will start at 10:00 A. M. with Division One and Division Three. This will be followed by a game between Vernon Yard and the Los Angeles Motor Coach Company at 12:30 P. M. and a game at 3:00 P. M. between Division Five and last year's champions, Division Four.

There have been numerous changes in the layout of the field. Home plate has been moved farther south, a twenty foot backstop added in front of the grandstand, some new showers and toilets, and gravel scattered all around the stands to keep down the dust.

Thanks to the Management and the Employes' Association, the teams will have enough money this year to buy their bats and balls and other equipment. We needed the financial help badly and it is appreciated.

We also appreciate the boys on the teams. They are giving up an awful lot of their own personal time to play and to practice and we should turn out in large numbers to see the games and give them support.

Division One Team is managed by E. R. Rath, with R. B. Means as Captain. The following is a list of the players and their places on the team: Catchers, J. Harris, A. Jacobson; Pitchers, R. Means, A. McDonnell and D. Smiley; 1st Base, E. J. Christerson; 2nd Base, A. Hedrick, R. Dorsey; 3rd Base, E. Frie; Short Stop, D. Robinson; Left Field, B. Johnson, D. Russell; Center Field, B. Morrisy, T. Madson; Right Field, C. Greenfield, R. Kelly, and Utility, N. Farmer.

Division Three Team: Manager, B. E. Johnson; Captain, L. B. H. Meeks; Catchers, S. R. Leckey, R. P. Martin; Pitchers, G. M. Woodward, N. Wankier; 1st Base, C. W. Morris; 2nd Base, P. E. Maze; 3rd Base, W. Gardner; Short Stop, W. R. McIver; Left Field, M. A. Triboulet; Center Field, W. G. Schmidt; Right Field, B. S. Evans; Utility, L. Wankier; Mascot, "Pinky" Meloy; Score Keeper, T. J. Mulrine, and Umpire, L. E. Barkley.

Division Four Team: Manager and Captain, A. E. Vejar; Catchers, R. A. Lagotolla, C. A. Bell, A. Hancock; Pitchers, J. Eddie, A. F. Lynn; 1st Base, W. M. Dent and M. B. Whitaker; 2nd Base, W. C. Fleming; 3rd Base, R. Baudisch; Short Stop, P. Knight; Left Field, Lee Fry; Center Field, C. E. Cosner; Right Field, K. Parker, and Utility, E. E. Vogel, Lee Fry; Official Score Keeper, Joe Cresto.

The Los Angeles Motor Coach Company Team: Manager, W. G. Thomas; Catcher, C. Dummer, Jr.; Pitcher, C. Hughes; Short Stop, M. Tudor; 1st Base, B. Claunch; 2nd Base, J. Hempstead; 3rd Base and Captain, R. O. Daughters; Left Field, A. Spring; Center Field, S. Henderson; Right Field; E. Owens, and Utility, F. W. Sommers, E. G. Redmond and C. F. Kenley.

The Los Angeles Railway Coach Division Team: L. Chiaro is acting as temporary Captain as they have not elected the officers yet. The other players are as follows: Catchers, N. H. Gilmore and O. W. Miller; Pitchers, F. Blackard and L. Chiaro; 1st Base, J. A. Logan; 2nd Base, A. C. Davis; 3rd Base, W. H. Coker; Short Stop, R. L. Woodrow; Fielders, J. H. Sherwood, C. B. Montgomery and J. M. Friel.

The Division Five and Vernon Yard Teams have not made a line up yet. In fact the lists given above may be changed in the future but we publish the latest line up.

Don't forget the time and date and prepare to put on the old green tie and spend the day at the Ball Park.

For the benefit of the new men in the service, the Baseball grounds are located in Vernon Yards on Pacific Boulevard east of Santa Fe Avenue. Drive south on Pacific to 46th Street and make a turn-around at 40th. Pacific Boulevard is a one way street.

LESLIE F. SPARKS,

President, Baseball Association.

LESLIE F. SPARKS, *Secretary.*

Who Will Be The Lucky Winners?



The
P. B. Harris
Traveling
Baseball
Trophy

This beautiful trophy, won last year by Division Four Team, will be the prized possession for a year of the team that wins the 1935 series. It is on exhibition at Division Four in the trainmen's room.

The Proposed Modernization Program

(This statement was issued by Mr. Haskins on February 21, 1935.

On March 5th State Railroad Commissioner Carr formally dismissed the complaint of the City of Los Angeles as the City has accepted the program in which the company offered to expend \$1,500,000 in three years for new equipment and improvement of cars. Commissioner Carr stated that the good faith of the Los Angeles Railway and its own self interest furnish an effective assurance that a modernization program would be carried through.)

There should be no misunderstanding on the part of the public regarding the proposal made by the Los Angeles Railway Corporation and accepted by the City of Los Angeles. Particularly should the attention of the public be called to the fact that the commitment of the Company to expend, for new cars and improving existing equipment, a specified sum of money yearly out of revenues after deducting from such revenue "all reasonable operating expenses and all taxes" and "all bond and loan interest actually paid and all fixed charges", and, after conference with the Commission and the City authorities, such other expenditures as may be absolutely necessary for the betterment of service.

Recourse is had to revenue because it is the only available source of funds. The Company cannot raise money by the issuance and sale of securities because its earnings at this time are not sufficient to attract new capital. It is true that an application has been made for a Federal loan, but it may be safely assumed that the loan will not be secured unless the governmental authorities are satisfied that it will be repaid with interest.

It follows that the ability of the Company to expend the specified amount will depend upon the amount of revenues remaining after the deductions referred to have been made. They may not equal the yearly appropriations. This is a fact that the public should know.

The financial difficulty confronting the Company is the result of the depression. Its operating revenues in 1934 were more than 30% less than in 1929; in money over \$5,000,000.00. A restoration of the pre-depression revenues would eliminate the difficulty.

The public should also be informed that the proposals provided that any plan agreed upon for the expenditure of the improvement fund "is to be flexible and subject to such modification as may be necessary by reason of changing transportation requirements of the City of Los Angeles."

Obviously, if the operation of jitney busses is again to be permitted, and the City establishes a municipal bus system, as contemplated by initiative ordinance petition now being circulated, transportation requirements will be changed and the Los Angeles Railway Corporation revenues will not permit the improvements contemplated by the proposal.

The purpose of this statement is to assist in fully informing the public of the extent of the Company's commitment, and to explain in advance that only in the unfortunate event of lack of revenues will the Company be unable to carry out the improvement program agreed upon.

S. M. HASKINS,
President

World Wide Traveler Likes Bus Driving

Our headlines to this story might very well read, "He has given transportation service to Kings, Presidents, Princes and Generals and now he is giving the same service to the patrons of the Los Angeles Railway."

Alfred Hitch, Bus Operator No. 261, was born in Missoula, Montana, in the good old U. S. A. but he has a hard time convincing even his pals in the service, as he has a very pronounced English accent. When his American father died, his English mother took him and his sister back to England where they were educated. Alfred is a graduate of Croyden.

On the day that England declared war against Germany in 1914, young Hitch enlisted in the British Royal Army Service Corps, Mechanical Transport and three days later he was in France with "Kitchener's Contemptibles" under General French as a motorcycle dispatch rider. He took part in the Retreat of Mons to Paris and was slightly wounded. He was awarded the famous Mons Star for bravery in action, and this is his most prized memento of the Great War. The Mons Star was given only to those who were in action during the first three months of the War.

Later he was assigned to Brig. General Rudolph, senior Mechanical Transport Officer of the British Army. When the Prince of Wales joined his regiment in France, Hitch was assigned to drive for him and for the following six months was in daily association with the Prince. During this time he drove also for the King of

Bowling

By J. H. McCORNACK

Captain Ed Fleming, with his mighty bowling men, put on a classic that was really worth watching on the evening of the 20th. They rolled against a club with a 712 average and took three points from them by stepping up their score to 936, including the handicap.

To show the pace they set Doyle Rishel rolled 503 and only collected one nickel on doubles. Ed Fleming pulled 11 doubles and G. Oliver had possession of a dime for a very short time with his two.

These boys can pick up their spares. They bowl every Wednesday evening on the Manchester alleys and your time is far from being wasted in watching them.



Alfred Hitch

England, the King of Belgium, the President of France and General Pershing. Altogether he was in active service four years and ten months and was wounded five times, none serious. He took part in a majority of the famous battles of the World War and was on the French, Belgian, Italian and Russian fronts. At Ypres where the poison gas was first used, Hitch saw literally thousands of men drop dead. He got some of the gas himself but finally worked it out of his system years after the war by dancing in a stage act with his sister and in this way "sweating" it out.

After the war, Hitch was mustered out of the British service, and sent home as an American citizen. Several years ago, he went back to Europe and traveled in many countries on his motorcycle. He also visited South Africa and Australia. Now he says he is contented with his job with the Los Angeles Railway and that his knowledge of different languages and peoples stood him in good stead on his East Ninth Street run. Since the shake-up, he is on the Beverly run.



Occupying the pulpit is C. H. Conrad of the Claim Department. In the front row, left to right, are J. Stuart Neary of the Legal Department, Superintendent Wimberly, and Manager of Transportation Dye. The other rows are occupied by some of the boys who attended the meetings at Division Four.

Division Meetings

The recent series of Division meetings was one of the most important ever held in the history of the Company. The accident situation on the system is becoming such a serious problem that the meetings were held in the hopes that by bringing the existing conditions to the attention of the trainmen the accident increase could be halted.

Speakers included Mr. E. R. Dye, Manager of Transportation, Mr. C. H. Conrad and Mr. S. A. Wood from the Claim Department, and Mr. J. Stuart Neary of the Legal Department.

Mr. Wood and Mr. Conrad stressed the fact that particular care should be exercised by motormen in pulling up to intersections. There is a large increase in the number of falling inside the car accidents. A motorman starts his car too soon or too late and when the signal rings he jerks the car and his passengers are thrown. A motorman should figure the signal and ought to have a pretty good idea when it is going to change. Of course many falling in car accidents are caused by autos or pedestrians cutting in front of the car or autos pulling out from the curb.

Falling in car accidents are a tremendous source of expense to the Company, in many cases because of lack of witnesses. The motorman often does not know about such an accident until the end of the line and then remembers that an auto cut in front of his car causing him to apply the brakes suddenly. A passenger has

fallen or has been badly bumped and the trainmen have no witnesses to the accident.

The older men are thoroughly familiar with the causes of the various classes of accidents and the new men should make it their particular duty to be on guard against every cause of even the slightest accident and should never overlook getting witnesses.

Mr. Neary complimented the men on their splendid cooperation during the recent strike and compared our present dilemma in regard to the accident situation to that of the strike.

Mr. Haskins sent a message to the men through Mr. Neary expressing his feeling of kindness toward them and his admiration for their courage, common-sense and good judgment during the strike. He asked their cooperation in this battle against accidents which is even more vital to the city as a whole than the struggle we have just gone through.

Mr. Neary spoke of the present city-wide campaign against reckless driving and called attention to the real story behind the accident figures, which is one of immeasurable suffering, anguish, horror and loss. "Not one of you trainmen," he said, "would inflict death or personal injury upon any one intentionally but last year the Railway spent over \$600,000 for injuries which you inflicted upon people."

Mr. Neary impressed upon his audience their duty as employees of a public utility. "Under the Civil Code," he said, "a common carrier of passengers for hire has the duty and owes its

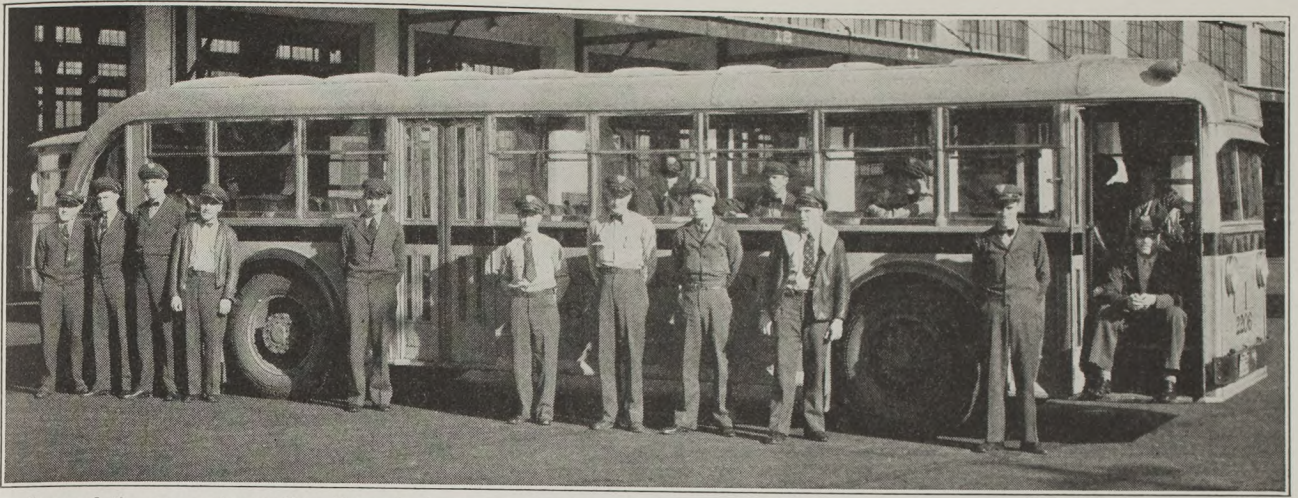
passengers the highest possible degree of care. The State will hold you liable if a person is killed. In cases of death the coroner interviews witnesses to find out how the person came to his death and if the district attorney thinks you are negligent you will be put in prison. That law was made by the people of the State of California.

"The highest degree of care is your duty," Mr. Neary continued. "It behooves you to do your best to cut down the terrible toll of traffic accidents in this city."

In closing Mr. Neary said, "The job you are hired for is to sell safe, enjoyable and courteous transportation. Our competitor is the private automobile. You are hired to give to people the kind of transportation that will make them desire to ride the street cars instead of their private automobiles. The prosperity of the Company is reflected to you."

After Mr. Neary closed his remarks Mr. E. R. Dye gave a short talk. It was the first time Mr. Dye had appeared before the trainmen as a group in his new capacity of Manager of Transportation.

"I take this opportunity," he said, "to thank you men for your loyal work during the strike. As the other speakers have said, we have another battle ahead of us which it is just as vital to win and that is to cut down the accidents. I am not going to elaborate on what has been said. I only hope it has all soaked in and that we will get the same loyal cooperation from every one of you men as we got during the strike."



One of the new streamline Beverly buses, and some of the crack operators of the Motor Coach Division. Reading from left to right—G. L. Scanlon, D. G. Danielson, L. E. Sires, L. B. Wickline, J. W. Born, O. Bush, V. J. Bryant, T. H. Morris, W. H. Cogan, I. H. Ford. On the step is J. M. Couch and in the driver's seat, O. W. Miller. Inside looking out we get a glimpse of, left to right, H. Frame, C. S. Gregory and L. L. Ellis.

Personnel News

By R. A. PIERSON
Superintendent of Personnel

During the month of February, there were 20 employes confined to the California Hospital, which represents 145 hospital days. The cost of the hospital service was \$850.

L. W. Beck, Motorman, Division Five, who was injured off duty recently, is improving slowly and expects to be able to resume duty soon.

C. R. Gilliam, Motorman, Division Five, who was severely burned in a gas explosion last January, is improving and hopes to be back soon.

H. H. Leibel, Foreman, Way and Structures, who suffered a fractured kneecap last December, is now able to get out and around.

Frank Archer, Lineman, Line Department, who was injured last November, was in to see us recently and was feeling much better. Also received a nice letter from him expressing his appreciation for what had been done for him.

M. C. Aspinwall, Conductor, Division Five, who has been off duty since the latter part of January, seems to be gaining, and is very anxious to return to work.

O. E. Purcell, Machinist, Mechanical Department, who has been off since December 14th with a fractured ankle, is able to get around with the aid of a cane.

W. F. Alder, Conductor, Division One, was unfortunate in getting food poisoning recently. Was seriously ill for some time, but is beginning to improve.

O. B. Landrum, Conductor, Division Five, who has been sick since November 30th, is slowly improving and is anxious to get back on the job.

L. F. Pruitt, Flagman, Transportation Department, is still confined to

the hospital, but is beginning to improve now.

J. B. Buchanan, General Storekeeper, Store Department, who has been off since December 29th, is improving, but says he cannot run a foot race yet.

C. E. Crownover, Motorman, Division One, who has been off sick for some time, is recuperating at San Gabriel.

A. M. Jones, Motorman, Division Five, is still on the sick list, but feels that he is beginning to improve.

H. H. Lang, Conductor, Division Five, who has been sick since January 15th, is hoping to be back on the job soon.

Miss Clara Willhoft, Stenographer, South Park Store Department, is sick with a severe case of influenza.

H. L. Raines, Conductor, Division Five, is improving slowly, but hopes to be back to work soon.

T. J. Trabue, Conductor, Division Five, is having a rather tough time of it as his rheumatism still stays with him.

M. E. Lynn, Motorman, Division Five, has been quite ill, and it will be some little time before he is strong enough to return to work.

A. M. MacKenzie, extra flagman, Transportation Department, is confined to the California Hospital. Seemed cheerful when I visited him a few days ago.

Fred Kessler, Motorman, Way and Structure Department, spent a few days in the hospital during February.

E. B. Kennett, Sr., Car Repairer, Division Five Mechanical, who was seriously ill with pneumonia, is improving and able to get out some now.

W. S. Campbell, Motorman, Division Five, who has been off sick since last October, remains about the same.

Regret to report the death of three employes during the month of Feb-

ruary, and the death of the wives of three employes. The three employes were covered by the Group Life Insurance, and two of the employes whose wives died were members of the Wives' Death Benefit Fund.

During the month of February there were 128 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

* * *

Effective March 1, 1935, the rates for the Group Sickness and Accident Insurance, which is carried with the Aetna Life Insurance Company, were reduced four cents per month per \$10.00 weekly indemnity, and will be as follows:

\$.84 per mo. for \$10.00 weekly indemnity
\$1.26 per mo. for \$15.00 weekly indemnity
\$1.68 per mo. for \$20.00 weekly indemnity

This reduction was granted due to the good experience we had last year.

* * *

A number of employes will receive an increase in the amount of their weekly indemnity under the Group Sickness and Accident Insurance Policy, due to an increase in their average earnings for the past six months. Some will receive a decrease. These adjustments are made every six months on March 1st and September 1st, and the amount of weekly indemnity is governed by the average earnings for the previous six months.

Mrs. L. J. Turley Passes

The wife of L. J. Turley, Electrical Engineer, passed away on February 7th after a long illness. Mr. Turley's many friends and fellow workers in the Company wish to extend their sympathy to him in the loss of his loved one.

Ladies of Veterans Elect New Officers



Front row, left to right: Minnie Moxley, Junior Vice-President; Ella Hoyle, President; Alice Deane, Past President; Edith Duncan, Senior Vice-President.

Rear row, left to right: Helen Nelson, Conductress; Clara Angel, Color Bearer; Marie Manning, Standard Bearer; Ruby Lynn, Treasurer; Theresa Madigan, Chaplain; Esther Wickham, Patriotic Instructor; Stella Frost, Trustee; Ethel Sausser, Secretary; Helen Frost, Guard.

Veterans of Foreign Wars

Southwest Post No. 2828 were presented with their National and Post Colors at a colorful patriotic meeting held jointly with the Auxiliary Wednesday, February 20, 1935, at their Hall at 8463½ South Vermont Avenue.

A very stirring address on Americanism was delivered by Captain O. A. Gregg, Patriotic Instructor of the Post, which was followed by short addresses from other distinguished guests.

Commander McFall announced that the Post had already doubled its membership for this year, and with another month to go, should at least make the 125 per cent gain in membership which won the Second District Membership Trophy for the Post in 1933-34.

During the membership drive, which is now in progress, the following Los Angeles Railway employees names have been added to the roster: Duke Walker, Motorman, Division Five; Ben Sweathersby, Maintenance of Way Department; E. R. Rath,

Motorman, Division One; J. C. Hill, Conductor, Division Four; George Drinkwater, Conductor, Division Five. Applications were read and voted on for Lawrence Sausser, Motorman, Division Five, and Lloyd Clark, Motorman, Division Four, with many other prospective members in view throughout the personnel of the Los Angeles Railway.

Any eligible veteran wishing to affiliate with this live Post, drop a card to Commander George H. Stone, Motorman, Division Five, Membership Chairman, or any of the above named comrades.

Commander W. V. McCafferty, Conductor, Division One, an old timer in the ranks of the Veterans of Foreign Wars, and Past Department Commander of the Canal Zone, is our new Adjutant, succeeding Commander W. T. Kelly, who resigned on account of moving out of the district.

Plans were made for another big dance to be held Saturday, March 23, 1935, at 8501½ South Vermont Avenue, with the same good music, prizes

and refreshments. Keep this big night in mind.

G. H. STONE,
*Junior Vice-Commander and
Membership Chairman.*

Abraham Lincoln

A stately shadow falls on the floor
From a stately figure near the door.
He stands so still in the light of the moon
The only person in the darkened room.

He slowly moves to the window of light,
And gazes out into the still of the night.
His shaggy head with its gallant air
Is touched with silver from work and care.

His deep grey eyes so honest and true
Are pools of sorrow and pain not new.
So thus he stands, this wonderful man
While souls of slaves rest in his hand.

At last with the dawn of a bright new day,
Although he knew the price he would pay;
He went to his desk and to his pen
And wrote the lines which freed those men.

YVONNE POMETTI,
Sacred Heart College.



Front row, left to right: W. S. Culver, Senior Past Commander; M. J. Angel, Past Commander; A. Duncan, Commander; J. A. Madigan, Junior Past Commander; S. H. Deane, Past Commander.
Rear row, left to right: H. F. Nelson, Adjutant; L. E. Barkley, Sergeant at Arms; R. H. Manning, Division Commander, Division Four; S. L. Wickham, Second Vice-Commander; O. E. Boen, Color Bearer; R. C. Hoyle, Finance Officer; C. J. Jackson, Chaplain; E. A. Moxley, Color Guard; R. C. Frost, First Vice-Commander.

Veterans' Club Installs Officers

The installation of officers held at Patriotic Hall Saturday, February 23rd went over with a bang. Past Commander Angel installed the newly elected Club officers and put on a ceremony, short and snappy, that drew a great hand from the audience.

Past Commander "Uncle" Culver installed the ladies and they made a great showing, marching down the hall twelve strong in their blue, gold and white uniforms.

Past Commander Madigan was presented with his Past Commander's badge by Past Commander Angel. Past President Deane was presented with a beautiful President's badge by Senior Vice-President Edith Duncan. After short talks by the outgoing Commander and President, Commander Duncan called upon Honorary Member John C. Collins who gave us a splendid talk touching upon the flag of our country.

Past Commander Sam Deane, who was in charge of the entertainment, had three real good acts which were enjoyed by all those present.

Post 2828 V. F. W. turned out in fine style for the evening, there being about fifteen present. All their officers but two are employed by the Los Angeles Railway and many of them are members of the Club.

The ladies had an ocean of coffee, mountains of sandwiches and pyramids of cakes in the basement and

there was more than enough to go around, so to finish up the evening there were four cakes auctioned off to the highest bidders.

Saturday, March 9th there was a dance in the Club Room at Patriotic Hall, Leon Sweet's orchestra furnished the music. Two Bells had already gone to press before this dance, so it will have to be reported in the next issue.

H. F. NELSON, *Adjutant.*

Veterans' Auxiliary

On February 23rd we held joint installation ceremonies with the Veterans' Club and installed our new President, Ella Hoyle, and the other officers chosen to serve for the ensuing year.

We also presented the Past President jewel to Past President Deane in appreciation of her services for the past two years.

The new officers were installed by Past Commander Culver.

The entertainment after the installation ceremonies was very interesting and no complaints were received on the refreshments.

Our next meeting will be held Wednesday, March 20, 1935, but notices will be sent out.

ETHEL SAUSSER, *Secretary.*

New Directories

New Medical Directories are being distributed to all members of the Employees' Benefit Fund Plans, and it is requested that each member secure his directory from his Foreman, turning in the old directory at the same time. Please read these directories very carefully and familiarize yourself with the procedure to be followed in event of sickness or injury.

Notice to All Employees

The wife of L. R. Spencer, Motorman, Division One, died February 1, 1935. Mr. Spencer was paid under Wives' Death Benefit Fund Assessment No. P-80. Deductions were made on payroll ending February 15, 1935.

* * *

The wife of R. P. Adams, Metal Polisher, Mechanical Department, died February 13, 1935. Mr. Adams was paid under Wives' Death Benefit Fund Assessment No. P-81. Deductions were made on payroll ending February 28, 1935.

R. A. PIERSON,
Superintendent of Personnel.

For Sale

A real buy in a used piano, \$65.00. See Wm. Baker, 16th Street Garage.

Square and Compass

Another meeting of the Club has come and gone, the first under our new officers and, like its predecessors, was an outstanding success. Approximately seventy-five members turned out for the occasion and were well repaid. A very entertaining vaudeville program followed an excellent dinner.

Space prevents going into detail concerning the meeting which followed the entertainment. However, considerable was accomplished with a view to the meetings ahead. President Oscar Elrod has several good ideas in mind for forthcoming meetings and if he is able to carry out his program several innovations are promised the members.

Several committees were named by the President, one for each of the Company's headquarters. These committees will assist, in every way, the Secretary who, due to his inability to personally contact the members, finds it necessary to have representatives in the field who can handle for him the many details which come up from time to time concerning matters pertaining to the Club and its members.

The committees referred to are as follows:

ENTERTAINMENT

Walter E. Whiteside, Jack K. Wilson, Leon P. Bean.

CAPTAIN OF DEGREE TEAM

Phillip T. Klingel Smith.

DIVISION ONE

C. O. Ashton, Assistant to Secretary; C. D. Burnett, E. E. Wood, D. E. Fletcher, T. S. Hartley.

DIVISION THREE

J. H. Miller, Assistant to Secretary; W. M. Souther, J. R. Holland, F. T. Atkinson, G. B. Magin.

DIVISION FOUR

H. F. Nelson, Assistant to Secretary; W. J. Thomson, F. J. DeMott, R. J. Crothers, R. C. Bath.

DIVISION FIVE

T. T. Leech, Assistant to Secretary; Wm. R. Lane, F. W. Hawkins, W. B. Mills, W. M. Marion, F. E. Dudley.

DISPATCHERS AND SUPERVISORS

C. H. Coxhead, Assistant to Secretary; C. P. Polchow, S. J. Whitelock.

16TH STREET COACH DIVISION

C. V. Coleman, C. O. Morse, K. Riley.

GENERAL OFFICES

Wm. Taylor, Assistant to Secretary; A. C. Egan, H. E. Gaskill, H. E. George, W. M. Morgan.

GARAGE AND LINE DEPARTMENT

J. H. McCornack, Assistant to Secretary; Howard L. Jones, Substation

Department; R. L. Kiddo, Line Department; Chas. Hardy, Garage.

SHOPS

S. C. Kriewald, Assistant to Secretary; Geo. D. Singer, J. E. Steenrod, R. L. Sloan, R. H. Calderwood.

VERNON YARDS

Kelly Homes, Chas. Kincade, E. C. Fleming.

With the above members working one and all to assist the officers we can see nothing ahead but a successful year.

It is suggested that any of the above named, who were not at the February meeting, should make it a point to attend in March so that they may become acquainted with their duties and thereby be able to function 100 per cent.

And speaking of the March meeting, if you think there is nothing new under the sun, come out on March 16th and find out differently. Your Entertainment Committee has a new one which we are sure should justify a large attendance. The writer is unable to give details at present but we are certain you will not be disappointed. You will receive the usual bulletin giving all particulars of the time, place, etc.

If you want to enjoy an outstanding evening reserve Saturday night, March 16th for your Club.

COMPASS POINTS

"Let's Adjourn" Sparks has a new stooge—none other than "Old Reliable" Steenrod. Les was absent in February and had it not been for the timely motion by Joe the meeting probably would have lasted all night.

Yes, Bill Morgan made a speech. However, he failed to furnish the

press with a copy. Very careless, Bill.

Gladstone MacDonald was observed by the writer at the February meeting and his smile would seem to indicate that he had a good time.

The management of the dining room has rendered a bill for repairs to the tables dented by Oscar Elrod's vicious pounding with the proverbial gavel.

Noticed that our Secretary had his minutes written before meeting time. Probably my timely tip helped brace him up.

At this time your Scribe wishes to thank A. G. Rex for his help in obtaining the notes for this issue.

Welcome to our fold "Tex" Hiller. We sure are glad to have you as a new member. Come often. Incidentally Tex was brought by Brother Carter Lewis who made his first visit to the Club since he became a member over a year ago. Carter was laid up in the hospital after being elected to the Club, hence his non-attendance.

Glad to see W. J. Johnson having such a good time. Also E. Parsons, Angel, Bond and Haywood from the Mechanical Department.

This will be all for this issue as the girl in the green dress can't be kept waiting.

Remember—Next meeting Saturday, March 16, 1935.

Fraternally,

JACK K. WILSON,
"The Gay Deceiver."

Witness Average for 1934 Very Poor

During the year of 1934 Division Four held first place in the average number of witnesses per accident for seven months and second place five months. Division Three was in first position for five months. Division Five reached second position twice. Division One stayed in fourth place for the entire twelve months.

Average witness figures for the entire year of 1934 are as follows:

	Div. One	Div. Three	Div. Four	Div. Five
January	4.26	4.90	5.56	4.51
February	3.94	4.34	5.21	4.15
March	4.04	5.42	5.25	4.42
April	3.80	4.97	4.83	4.29
May	4.02	5.02	4.93	4.37
June	4.05	5.80	4.97	4.26
July	3.72	5.07	4.88	4.32
August	3.90	4.52	4.91	4.20
September	4.47	4.75	5.20	4.82
October	3.65	4.73	4.89	4.40
November	3.53	4.46	4.78	4.45
December	2.88	3.60	4.18	3.74
Average for 1934	3.86	4.80	4.97	4.33
Average for 1933	4.10	5.52	5.47	4.64

Births

Two Blessed Events to report at Division One. Both boys. Motorman P. O. Madsen reports the arrival of a new son on January 29th. His name is James Paul Madsen.

* * *

Conductor H. C. Hughes, of Division One, also reports that he has a new arrival at his home. It, too, is a boy and his name is Russell Lindon Hughes.

* * *

Congratulations are in order for T. M. King, of the 16th Street Motor Coach Division, as he is the proud father of a fine little baby girl. Shirley Myrel was born February 9th and weighed seven pounds and three ounces. Mother and daughter are doing fine.

* * *

Motorman V. C. Prettyman of Division Four became one of the happiest of daddies February 5th, when a baby boy arrived at his home. They have named him Richard. Congratulations and best wishes are extended to the proud parents.

* * *

Another very happy and proud papa is Conductor W. E. Blackley of Division Four whose home was blessed also, with a brand new baby girl, February 16th. The little lady's name is Caroll Ann. Miss Caroll weighed six pounds and fourteen ounces. Best wishes to you and yours, W. E.

* * *

The happiest, proudest man at Division Four is none other than Motorman W. H. Parrish. Old Dock Stork dropped in on the Parrish's Sunday, February 24th and left a winsome baby girl weighing five pounds and twelve ounces. They've named her Mary Lynn. Congratulations, mother and daddy.

* * *

Motorman H. W. Clark, of Division Four, almost forgot to tell us of his new baby girl. The little one arrived December 13th, and has been named

Patricia Louise. Congratulations to you, H. W.

* * *

W. E. McVeigh, of the 16th Street Motor Coach Division, is very proud of his brand new baby girl. She arrived February 24th and weighed six pounds and four ounces. Her name is Roxene Mae. Mother and daughter are doing fine and she will soon take her little girl home from the Bell Maternity Hospital. Congratulations.

* * *

Conductor Harry DeBaker, of Division Five, proudly announced the arrival of a seven pound, thirteen ounce baby boy on March 1st. Mamma, papa and baby are getting along fine.

LAFFS

Maid: "Here's a letter for you with a black border."

Cook: "Alas, my poor brother is dead."

Maid: "How do you know? You haven't read it yet."

Cook: "No, but I recognize his handwriting."

"Hi!" shouted O'Kelly to a bricklayer on the scaffold above him, "throw me a brick down!"

"Phwat for?" demanded the bricklayer.

"Well," explained O'Kelly, "don't I need one more brick to fill this hod I'm bringing up?"

"Why, Pat," said the foreman builder to one of the laborers, "you must be an early riser. I always find you at work the first thing in the morning long before the other men are here."

"Indade Oi am that," said the Irishman. "It's a family trait, Oi'm thinkin'."

"Then your father was an early riser?" asked the foreman.

Pat returned a superior smile.

"Me father it is," he replied. "He rises that early that if he went to bed a little later he'd meet himself getting up in the morning."

"Say, Mose, how come yo' is so banded up?"

"I was talkin' when Ah should have been list'ning."

Mrs. Johnson's coat was a last year's model and she was trying to sell it to her colored maid. The maid examined it carefully before giving her verdict.

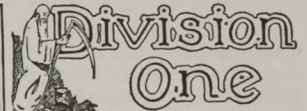
"Miz Johnson, hit's a nice coat and awful well made, but hit sho is rump sprung."

For Sale

Brown reed baby buggy. Nearly new. Wood wheels, wide rubber. First class condition. Cost \$45 new. Will sell for \$15. Take two payments of \$7.50 each. R. W. White, Schedule Department, Room 703 Main Office Building.

Real Old Timer Passes

Motorman Elmer Warren Lyon, of Division Five, passed away February 11th. He was employed as a motorman at Division Two on June 6, 1899 and was transferred to Division Five July 31, 1932. He was born in Sydney, Maine and was a member of I.O.O.F. No. 122 of Cooper's Mills, Maine. Mr. Lyon is survived by his wife.



H. N. COLE

On your day off when you are out driving, trying to forget the worries of the past week, don't forget to keep your eye on the "Stop" signals. A short time ago Conductor E. Yohler drove through a red signal and came the day when he had to face the judge and plead guilty. He left the court room just fifteen dollars poorer and a great deal sadder—in fact his feelings were badly hurt.

It is a caution how some crews take so well with the lady passengers. After the general choice and before it went into effect, Motorman J. H. Schrader and his Conductor Lee Adkins, informed some of their passengers that they had taken a different run. In due time each of them received a card thanking them for their many courtesies. The wording on the card was very appropriate for the occasion, and wound up with, "All around looks mighty black. Ain't you never comin' back?" This card came from a lady.

Speaking of Lee Adkins, he has a run on the "H" Line, for the first time in ages. He says there are about 57 different varieties of curves on that line and each morning he finds a new one.

Conductor Sam Goslee seems to think he is entitled to a position at the top of the list when it comes to selling Weekly Passes. According to latest reports, he is almost reaching the hundred mark.

For the information of the new men who are chess players will say, there is a Chess Club composed of Los Angeles Railway employees. They meet every Tuesday night and, according to Conductor S. J. Singer, all players are welcome and are cordially invited to join. The club room is in the Main Building at 11th and Broadway.

Conductor E. B. Adams is still unable to work his run. He says shortly after the recent labor trouble started, some one threw some white powder in his eyes which was very painful, and he hasn't recovered from its effect, not being able to see very well.

The many friends of former Motorman T. N. Short will be surprised to know that he has resigned and is now taking life easily. After serving a good many years as motorman, he was given a position as flagman, which he held for sev-

Appreciations

Letters expressing the thanks and appreciation for beautiful floral offerings and kind thoughts and sympathy extended them in their recent bereavements have been received by the Company from: Lester J. Turley and Family; Loretto L. Campbell and Family; L. R. Spencer and Children; Mrs. Liles and Sons; R. P. Adams and Family; Sibyl L. Lyon, Mr. and Mrs. Frank Lyon and Family.

From LARY Family Album

eral years. The first of this year he decided to retire and offered his resignation and now he is a man of leisure.

Like myself, you may be wondering who owns that beautiful Auburn automobile frequently seen parked out front. Well it belongs to Conductor W. A. Barrier who works the "U" Owl. He is equipping it with a radio now, and he will finish the job just as soon as he gets the radio. It already has all the other finishing touches on it.

Clerk J. O. McArthur, who has been confined to his home for a few weeks on account of illness, is reported as improving and hopes to be back at his post at an early date. Conductor Clarence Burnett, Extra Clerk, is filling his place.

Motorman H. Hansen was forced to take a week or ten days off to recuperate from a severe cold. He is back on the job now and going strong.

Motorman C. E. Gordon has returned to his duties after being confined to his home for a couple of weeks on account of illness.

Conductor D. W. Nycum has been called to his old home in Kansas on account of the serious illness of his mother. He took a sixty day leave of absence.

We regret to report the death of Mrs. Spencer, wife of Motorman L. R. Spencer. She passed away on February 1st.

* * *

Married

Congratulations to Conductor M. W. Billingsley who was married on February 10th to Miss Antoinette DeAngelo.

* * *



Division Three

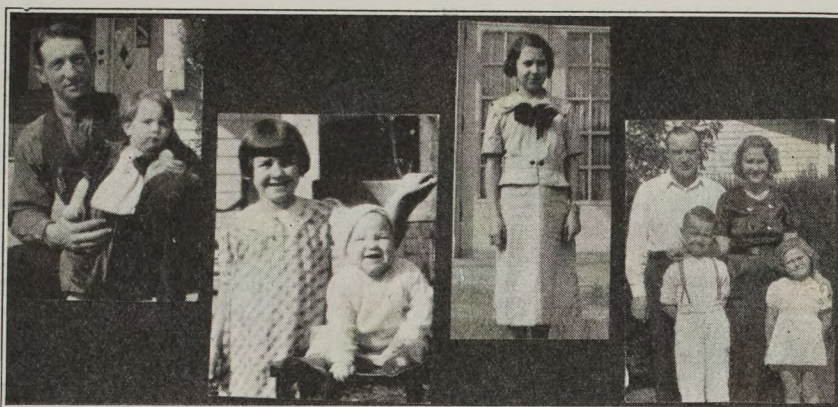
L. VOLNER

Clerk Harry Gilmore and wife, Motorman P. Wankier and wife and Superintendent Ferguson, wife and son Louis, spent a very enjoyable week end at Big Bear Lake on February 9th and 10th. They had the enjoyable experience of seeing a regular old-fashioned, down east snowstorm, as it snowed all day that Sunday. Riding bob sleds and skiing were greatly enjoyed, but they were all exceedingly glad when they got down into the valley and back into the sunshine. On the return trip they witnessed a very unusual and beautiful sight. There was quite a snowstorm across the valley, flakes falling as large as a dollar and the sun shining on this snow made one of the most beautiful rainbows imaginable.

Motorman F. O. Leatherbury was called to Joplin, Missouri the latter part of the month on account of the serious illness of his mother. Division Three hopes Mr. Leatherbury finds her much improved.

During the first part of February Motorman W. W. Taylor was off duty for one week on account of a light attack of the flu.

The Hirsch Uniform Company donated a regulation uniform to the Ball Club in their desire to assist the boys in buying their paraphernalia for the coming season. The uniform was raffled off and the Ball Club was fifty dollars to the good.



On the left is Conductor H. E. Truesdall, of Division Three, with his little son, Myron A., age eighteen months.

Left center: Norma Jean, five years old, and Joyce Mae, age nine months, daughters of Motorman R. E. Rice of Division One.

Right center is Dorothea, the fourteen year old daughter of Motorman and Mrs. H. L. Edwards, Division Three, who has just graduated from the Aragon Street School and is now happily enrolled at Franklin High.

This young lady has made quite a record as safety monitor in the elementary school and is the proud recipient of two diplomas, one from the Automobile Club of Southern California and one from the school which she has attended since childhood. It is not necessary to say that both mamma and papa are exceedingly proud of their talented little daughter.

On the right are Conductor and Mrs. Ray Kelley, of Division One, and their family of two, Richard, eight years old, and Dolores, five years of age.

Anniversary

February the second was an important date to Motorman Jesse Reynolds. Not because it was Ground Hog Day, but that was the date he started his thirty-first year with the Los Angeles Railway. Mr. Reynolds is a very active man on the "Five and Six" Line and good for many more years.

* * *

Like the man who comes up to the window when he has missed out and gives the clerk a perfectly good excuse, so it is when a fellow needs a little extra change. Mrs. Johnson, wife of our Baseball Manager, gave Mr. Johnson two dollars with which to make some purchases and what do you think? Some rascal took it out of his pocket

Clerk George Herter, at this writing, is off duty on the sick list. The first week of his absence, Motorman J. T. Edmiston was acting clerk, and Motorman P. Wankier was filling the position the second week. The boys will be glad to see Mr. Herter back at his post.

Division Three Baseball Team is very busy these days getting the kinks out of their joints in preparation for the opening of the season, which is scheduled for March 17th. A large crowd is expected.

Mrs. P. Wankier, wife of Motorman Wankier, is on an extended visit to relatives in Utah.

Another sure sign of Spring is much in evidence around the Car Barn Cafe. Manager Harry Tuttle has just completed a new addition, which is being used for his private office. This addition gives him quite a lot more room to accommo-

date his ever-increasing number of patrons. Harry's slogan is: "If you don't see what you want ask for it, and we will get it for you."

During the recent meetings Mr. Stuart Neary, of the Legal Department, complimented Division Three for the neatness and attractiveness of our surroundings. We would like for Mr. Neary to call again when our garden begins to bloom and we will show him a beautiful sight.

Motorman Fred Stauss and wife are on an extended visit with relatives in Southern Oregon.

Motorman W. H. Hollenbeck who, by the way, is also President of the Employees' Association, made several visits to Santa Anita Race Track, where he has been admiring the wonderful exhibit of horseflesh. He says they are good to look at, but when you come to picking the winner, it is best to leave it to those who claim they know the game.

Motorman L. C. Walden is now the proud possessor of one of Henry Ford's creations. On Sunday, February 24th, he proved to his own satisfaction that they can fully justify the name they have earned for endurance. Accompanied by Rhoda Ruhlman, he left Los Angeles at seven o'clock a.m. and made the round trip to Yuma, Arizona, without any mishap whatsoever. They both declared that this is a splendid trip, but not one that should be made daily.

If you notice that Foreman Reid is not getting around as alertly as usual, you can lay the blame to the fact that he has been spending all his spare time doing painting around his home on Grandola Street in Eagle Rock.

Motorman C. C. Burnett is back on the

job after suffering for several days with a badly sprained back, caused by doing some minor repairs around his home.

It is with deep regret that we chronicle the death of Mrs. Margaret Gilmore, mother of Clerk Harry Gilmore of Division Three. This occurred recently at her home in Pasadena. This estimable lady had been a resident of Pasadena for forty-six years, and her passing is greatly mourned by a large circle of friends.

Motorman C. Hendricks gave us a clipping of a Los Angeles Examiner of September 7, 1913, which contained quite an article regarding the poetical ability of E. Davis who, at that time, was a motorman at Division Three.

It seems that the railroad crossing at Humboldt, on San Fernando Road, is most always the station for quite a popular flagman. At present, ex-motorman J. Brannick looks after the cars and ladies at the above point.



Division Four

C. J. KNITTLE

Well friends, it looks like our tireless Baseball Manager, Billy Vejar, has at last completed placing his men and all is set for the Lary League season, which starts next Sunday, March 17th at Vernon Yard.

Jim Eddie and A. F. Lynn are slated to grace the mound this year and C. A. Bell, R. A. Lagotolla and A. Hancock will catch.

1st Base will be shared by W. M. Dent and M. B. Whitaker, 2nd Base by W. C. Fleming and 3rd Base by Ray Baudisch.

Pat Knight will play short this season.

C. E. Cosner will hold down centerfield with probably Lee Fry on left and Vogel on right.

Utility players: G. Weeks, Billy Vaughn and Norman Swanson.

Additional appointments and changes may be made.

Joe Cresto is official score keeper.

Now how about a few hundred Division Four rooters?

A number of Division Four trainmen received sentimental (?) valentines February 14th from their "friends".

The baby which Motorman L. L. Stokes was seen carrying on West Adams near Alsace February 1st, was not a Blessed Event for Mr. Stokes personally. What actually happened was that Stokes attempted to assist the mother to board his leader's car which was about to pull into the hole. But the crew failed to observe Stokes approaching the step and pulled away leaving him holding the sack—er, rather—the child.

Operator Ray Stanford won the "pent-house" radio which was chanced off at the Two Bells Restaurant.

There were line shake-ups on the "A" and "O" Lines February 12th.



Jerome Stanley Whitlock who will be three years old in April, in his late model car. Jerome is the son of Supervisor Joe Whitlock.

The luckiest of lucky conductors is W. M. Dent. One day recently a passenger handed him an 1804 silver dollar. Dent decided it was worth at least one dollar and probably more, so he changed it and put it away. After getting relieved, Dent made a bee line for a coin appraiser and learned that the one he had collected was valued at \$74.00.

* * *

Weddings

Conductor E. A. Burgess and Miss Olive Juanita Evans, announced their marriage February 6th. Our heartiest best wishes to the happy couple.

* * *

Conductor E. H. Stratton and Miss Gladys Wolff were (quietly) married at 3:00 A. M. in Yuma, February 15th. (Things are quiet most everywhere at that time o' night) But seriously, E. H., CONGRATULATIONS.

* * *

Our most sincere sympathy is extended to Motorman E. C. Holt, whose mother passed away recently at her home in Massachusetts.

The smiling, good looking conductor, whose picture appeared in the Dollar Day posters on the side of the cars during the week of February 17th, was J. T. Little of Division Four.

Conductor Joe Cresto is still traveling around with raised eyebrows. The surprise which caused him to raise them was not that a Jap, who always buys his Weekly Pass from Joe, boarded and said he had bought one this time from another conductor. No, No! The surprise came a few minutes later when the patron came back to Joe and, with a most graceful courtesy, remarked "I am very sorry, sir. I have just realized my great mistake. Company pay you five cents when you sell Pass. I am very sorry and I must insist you take this nickel"—and forcing it into Joe's hand hurried away.

Motorman W. A. Pilon was granted ten days leave February 2nd to visit Crescon, California.

It is a pleasure to report that Mrs. A. Goldsmith, wife of our second oldest conductor in service, is on the road to recovery after a serious three weeks illness which necessitated her removal to the Cedars of Lebanon Hospital. Mrs. Goldsmith has recuperated sufficiently to permit her to return home.

We note in a recent issue of Lary Ride Guide that several downtown merchants are giving substantial discounts for used Weekly Passes. It may also be interesting to note that Dr. Arthur H. Gravel, a supervisor in the Philatelic Project of the Los Angeles County Emergency Relief Administration, who organized and supervises the thirty-eight stamp clubs in the Los Angeles City and County Playgrounds, includes a display of the 42

Weekly Passes issued to date by the Los Angeles Railway in his lectures and store window exhibits.



Division Five

FRED MASON

The meetings held at this Division on Thursday February 21st, were a huge success from every standpoint—attendance especially—a total of 530 trainmen attending, and Mr. T. Y. Dickey wants to take this opportunity of again thanking you for turning out the way you did.

Motorman Hugh Best is now going to take up bicycle riding. He's quite an expert at roller skating, so the boys say, but it's rather expensive. After putting on an exhibition, cutting figure eights until he had the spectators dizzy, he finished up with a zero, a period and a dash. He made a beautiful pancake landing and was unable to work for three days with a sprained wrist. He figures that by riding a bicycle he can bail out.

Sunday, February 24th, was a happy day for the famous "Baldy" DeMuth, that being the day on which his wife came home from the hospital. While Mrs. DeMuth is still confined to bed, her leg still being in a cast, she is getting along fine and all the boys of Division Five join in wishing her a speedy recovery.

Motorman Lester Lininger left on a hurried trip to Butterfield, Missouri, on account of his wife's serious illness. Here's hoping everything will turn out alright.

We are sorry to announce that Conductor Dave Buzzell was called back to Conway, New Hampshire on account of his father's sudden death. He has the deepest sympathy of all the boys of Division Five.

We are all glad to see Conductor Homer Raines up and around again, he having been off the last six weeks with double pneumonia.

Conductor George Ritter and Bud Huffmeier are still taking trips down to Long Beach to see when the fish are going to start to run. One thing, they'll sure be there when they do run, and then, look out!

Well, our Baseball Team is getting going and Manager Roy Platner is looking forward to having a real bang up team this year. In a recent practice game with Division One we were on the short end of a four to three score, but both teams got a real good work out. "Tex" Bourland's old timers are also getting the kinks out of their arms and legs, and Tex, in his voluble way, claims he has a sure winning team. Time will tell. Tex said he himself is very good, especially at first base.

Conductor C. C. "Casey" Jones steps out with a brand new Chevrolet sedan and the Jones family is planning some nice, long trips this summer.

Motorman Clarence Coulter was all perturbed over forgetting all about the meetings when he came in in the P. M. to pull his run out. There were all the chairs set out and he had to go out on

his run. We finally got it over to him that the chairs were always set out the day before and he still had lots of time to attend one the next day. And he was there.

Motorman A. T. Smith has resigned. He is going into the trucking business with his brother-in-law in Oakland, and we all wish him lots of luck.

If you can just visualize a big fellow wearing eye glasses, sitting back of the steering wheel of a big green Buick sedan, smoking a big black cigar, there you have Jim Madigan. Yes, folks, there he is. And then can you picture him on his way to work one morning throwing five dollar bills out of the window of said Buick? That's just what he did folks, believe it or not. When he arrived at the office he discovered he had thrown away four perfectly good \$5.00 bills. He hopped right out into the car and went back home, driving over the same route that he took on his way to work, his eyes glued to the ground all the way. He made a dozen stops, but each time it turned out to be an empty Lucky Strike package. Arrived home and raked up the alley, leveled off all the mud and made a nice cleaning up job, but not a bill was to be found, and so back to work feeling kind of low. About 3:00 P. M. he was called on the phone and here's what we heard "Naw—what, in the alley—how many—naw—is zat so—kin yer beat that—well, that's sure great." A couple of kids had picked up the bills on their way to school, flashed them around at school and the principal learned of the find and took the children back to the place where they said they found the money. Mrs. Madigan happened to see the principal and kids in the alley and went out to investigate. She was very happy to discover that they had the four \$5.00 bills that Jim had scattered to the winds. Lucky Jimmie.

Notice recently left at Division Five: "Lady wants housework in city without children".—Better try Hollywood.

* * *

In the passing away of Motorman E. W. Lyon, of Division Five, the company lost one of the kindest and most efficient of men in its employ.

While never enjoying robust health, his accident and efficiency records were exceptionally good, and his always cheerful, uncomplaining manner endeared him to all. It is with genuine regret that we say "Adios" to him.



ELECTRICAL



WALTER WHITESIDE
LINE

We are very happy to report that Sailor Urban is getting along first rate, since having his appendix removed.

M. J. Martinez spent a few days at home nursing a cold.

Frank Tarpley doesn't seem to be able to get back in good running again as he was ill during the past month.

The next time Charles Hunter crosses the street he no doubt will look in the direction that traffic is moving—this lesson being learned when he failed to watch traffic the other day. Imagine his surprise when he felt something pinching his toe and on looking around found an automobile standing on it.

A certain member of the Line Department office force is laying for the person that sent out the very appropriate valentines. Rumors are being heard that Walter Roark is the guilty party.

J. Linares, being a very capable and enthusiastic aviator, dislikes to fly solo, therefore he has offered the boys in the Department the privilege of riding with him. So far no one has accepted the invitation, but there are a couple of the boys weakening and they will probably accept before long if a parachute can be arranged for. Incidentally Joe can be found in the air on his days off.

Billy Yandell is still bullying the boys with his stories.

Wonder why J. W. Jack has so much trouble with the electric switches at 29th and Griffith and Central and Newton?

Marvin Johnson sure likes to work on the telephone wagon. Wonder why?

Pete Schaap has been seen at Pasa Robles lately.

Cochita Lopez, who drives No. 49 truck for Heinie Messner and who has become an expert pilot under Heinie's direction, is in great demand. When Dick McDevitt has a town job in some tight place he borrows Cochita from Heinie who suggested the other day that Dick should give his own drivers a proper course of instruction, then he would have some good drivers of his own.

Jim Coss is the race track "Tout" of the L. D. He believes that the more legs a horse has the faster he can run, hence his tips on "Octopus," "Centipede," and "Triantular." (They all lost).

Wonder if Dick McDevitt ever located the horse "Adios Amigo?"

SUBSTATIONS

Sorry to report that during the past month G. Sherrill and Bob Bass had to take a few days off due to illness.

Charles Coe and wife spent a very enjoyable holiday over Washington's Birthday at San Pedro or thereabouts. Billy Yandell is wondering what Chas. did with his famous cat "Smutt" while he was out of the city.

E. A. Ness says that the soup diet wasn't so good, hence the milk.

Walter Drummond finally did it. He drove his car to work then went home on the street car. He figured the old car wasn't very dependable so he traded it in on a newer and more dependable one.

W. Rhoads had a very wonderful trip to Palm Springs in his new V-8 sedan. Some class!

Elmer Tharp sure prepares for vacations early. Recently he wrote to Arizona regarding hunting fees. He probably intends to hunt deer bear. Don't worry Elmer, the fee is only \$25.00.

Understand George Willson is now a resident of Inglewood.

W. R. Pollard and family, feeling quite sporty after their purchase of a new 1934

Pontiac 8 sedan, enjoyed a very wonderful trip to Palm Springs.

G. A. Coxe was out several days with a severe cold.

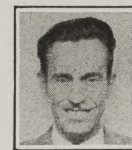
ELECTRICAL CONSTRUCTION AND BONDING DEPARTMENTS

Harley France spent some of his hard earned money to purchase a little Willys. It is now giving him the "willies" trying to make it run like new.

Nels Lane knows when to take a tip.

The reason for the big smile on Carl Brown's face is the recent purchase of a model "A" deluxe, super-exquisite, past gigantic and colossal Ford roadster.

George Agraneotis has been very ill during the past month, suffering from a bad cold. Incidentally, when Pete Goodas informed H. H. Peterson that George was ill, he stated that George had a temperature of 110 degrees. George is some man to stand that temperature.



F. ARLEIGH FRAZIER

Mr. Leland Jordan, father of H. E. Jordan, Superintendent of Equipment, passed away Saturday, February 23, 1935. The Shops extend their sympathy to the bereaved ones.

Roy Blaize's wife's brother is a minister and he is visiting out here from the east. He was asked out to their house for dinner one evening and Roy, wanting to be prepared to say the blessing asked one of the boys in the Truck Shop who preaches, to make up a verse for him to say. Roy spent many days diligently studying the verse and when it came time to use the verse he forgot it. Mrs. Blaize asked her brother to say the blessing so Roy's evening was enjoyed.

L. Johnson of the Mill took a trip to Lake Henshaw to look over fishing possibilities.

J. Giles is still on sick list and not improving very fast.

Dick Dwyer has returned to work.

H. W. Shenton is now sending out for his milk instead of getting it on the way in in the morning. He finds it is cheaper to get it that way. The reason is he don't have to pay for two bottles of milk. It seems he hasn't gotten over falling down while carrying milk bottles.

H. Heuer, W. A. Smith, R. L. Sloan and H. Furrer made up a party and drove to Boulder Dam. They boasted a fast trip in the old Ford but we found out the wind was blowing about 60 per.

Notice. See Griff about the purchase of sweaters or overcoats.

Harry Smith is looking normal once again.

W. W. Huskey can be found out at Geo. Duffin's ranch on Saturdays taking lessons in gardening and chicken raising.

W. W. Huskey tried to work the Gardena Chief of Police out of a new drivers

license but made the mistake of wearing his glasses when making application and now he has to wear them while driving.

We were sorry to hear of the passing of Bob Adams' wife.

Bill Stulkins, not having the price of tickets to Santa Anita took his wife to her folks' ranch and seeing a nice gentle looking horse decided to take a ride. Bill jumped on the horse, the horse jumped aside, Bill sat on the ground. Bill now has lunch standing up.

Joe Spearing went out to Santa Anita Saturday to see the races and, wanting to bet on the races but not lose his money, he bet on all the horses. He says he don't know, but he thinks he broke even on the races. What provoked Joe was he bought his admission ticket and when he got to the entrance gate a large crowd had just rushed the gate and now Joe has a spare ticket.

Art Robey has been telling about having so many black widow spiders at his home so Bob Wallace asked him to bring one in to him for scientific examination. Bob is still waiting for the spider.

Cesar Canales and D. Jackson have returned to work from sick leave.

R. Sanchez and K. Graham are at the Garage touching up coaches.

V. G. Kuhn picked a double deck run but didn't know it. He and his conductor are still talking it over.

* * *

Weddings

That fellow that looks like a newly married man is a newly married man. A. Chester Davis, of the 16th Street Motor Coach Division, was married February 14th to Miss Dewey Rose Tompkins of this city. A honeymoon trip is planned during vacation season. Congratulations.

* * *

The first man of the Motor Coach Division to leave the Bachelor's Club in 1935 was W. A. Howell. He was married January 25th to Miss Mary Louise Stapel. The happy couple will take a honeymoon trip this summer. Congratulations, W. A.

* * *

GARAGE

Some mysterious and unknown person gave the Garage a comic Valentine party. The valentines started to arrive with the first mail and before the day was over many were convinced that someone was well acquainted with them. A committee waited on the recipients and saw that all valentines were signed and posted on the bulletin board. Ye Scribe was pictured espousing the Einstein theory with a verse to the effect that he did not know what he was talking about. Now he is worried sick for fear that his column will not be taken seriously. Mr. Rowbottom was depicted as Old Man Grind; Mrs. Phipps as the operator who always gives the wrong number; Mrs. Rankin as the poor cook; Wm. Decker as a dude; H. Nordmark as a bum dancer; C. Simmons as the stalling plumber; Scotty Crawford as the race-track gambler; Steen Parker as a politician; D. J. Sullivan was elevated to the hall of fame and so on throughout the Shop until one mistake was made. And that was the picturing of G. A. Holmes as a chiseler.

A bit of sunshine has been stolen from South Park in the transfer of Emogene Phipps to the Garage Office as Stenographer and Telephone Operator.

The Garage wishes to introduce three new men. They are Harold Beck and Clyde Nunn of Division Five and Emll McCurdy of Division Four. These transfers were caused by a heavy sick list. E. R. Sullivan has been off sick with the flu since February 11th. Frank Ralphs has been laid up with a sprained ankle and Tom Juris is in the California Hospital.

Dear Lee is on the Day Shift again but grounded. He says that the changing of front springs is very hard on his back.

Wm. Decker is going to live up to his valentine. He stepped right out and bought a new suit of clothes.

W. Dewhirst posted a sign stating the loss of a complete set of dies. They were found in his own office.

The shake-up of the watchmen has given us back our old friend, James Albright, at the West gate, replacing J. Holsworth. J. Simpson is replacing George Lee at the West gate on the afternoon shift.

As no one but J. Jackson and Wm. Wilson can really make those 3700's run, they have been transferred to the Third

Shift. Bill just couldn't go back without taking his pal Toar along with him.

John Clougherty of the Store Room is now out on the floor putting the Shop in order and Tom Jeffries has been transferred from the Gas Station to the Shop.

The Store Room Office, better known as the efficiency department, under the able guidance of G. A. Holmes, forgot to notify their employes that the 22nd was a holiday and let them come to work only to go home again.

John Marvel took some money out to Santa Anita handicap but left it there to accumulate at compound interest. Scotty Crawford is the chosen delegate to go out after it.

Can you imagine John Sturm trading off his Chevrolet and only getting one Plymouth for it?

Claude Simmons believes in getting all the cycles he can. They come in handy in the repairing of engines.

Scotty Crawford is fast overtaking Gillfillan and Taylor. He won \$3.80 on the handicap.



R. E. RUSSELL

Thanks to the quick thinking of Supervisor E. B. Logsdon, a heavy loss of life was probably avoided in the recent fire at Laurel Canyon and Sunset. It seems that whenever there are emergencies or disasters of any kind, the bus men are always there to deliver the goods. Logsdon saw the fire, turned in the alarm, rushed into the building and awakened the tenants, then returned to the line and kept the coaches running. Thanks, E. B., we congratulate you.

The Supervisor classes are again open. They are very interesting and it is suggested that everyone drop in and listen. You are under no obligation to attend but we are sure that the attendance will increase when you hear the lectures. See Dave Canning for further particulars.

The Pistol Club had a shoot last Sunday. Everyone had a great time. Watch the bulletin board for the next shoot. The Club meets at Virgil Garage at 8:15 P.M. the first and third Wednesdays of each month. Come up some time.

The Baseball Team is well under way. We are hoping they will have several donkey ball games this year. Last year they had several and it was well worth your time to watch. Anyone that is subject to sickness from too much laughing had better not attend. The results might be disastrous.

Supervisor Bill Terry has quite a number of canaries. The other day while they were singing loudly, a stray canary came over to listen. Bill saw him and after a little coaxing got him into a cage. He is a beauty and a real singer. Bill is, as you all know, when not on the line, lunch boy for the new fellows. He doesn't mind bringing out their lunches when they forget and leave them in the train-room, but he sure squawks when they



J. H. McCORNACK

In spite of the fact that we have two newly married men at the Division the coaches are still operating on schedule. They are W. A. Howell and A. C. Davis.

L. C. Hewitt took another run on Melrose at the last general choice so as to be near the bakery.

M. Chamberlain is sporting a new Chevrolet, that is, new to him.

Our professional ski jumper, R. M. Whitman, was forced on the sick list February 12th with a sore arm. He received some bad falls this year on account of the soft snow and in some manner scratched his arm and blood poisoning set in.

Pop Campbell has picked the same run on the State-Southern Line so that he will be there for the coming Thanksgiving and Christmas dinners.

Anyone wanting to buy a new Chevrolet cheap see "Toothpick" Bayley.

Since Buckman has chosen a run on East 9th Street, R. L. Griffith stays well over on the right side of the road when driving out there.

L. D'Antignac Wood can't find anything wrong with trippers and wonders why all the men ahead of him pass them up. Time will tell.

Al Brehm and Mike Besenty sponsored a hunting trip the 24th of February and took a party of nine to Lancaster. They were rewarded with some nice shooting.

It seems that every time a noisy ping pong player gets a regular run another noisy player takes his place. For further information see George Goehler.

Abe Lincoln is waiting for his three months' raise to get his ivories fixed.

ask him to relieve them for a trip so they can eat.

Coming back to E. B. we just heard that after he had awakened all the tenants, and was out on the street himself, he heard the cry, "Save my baby". Back he rushed and soon reappeared with a blond widow in his arms. When asked where the baby was, he replied that the blond lady was the only baby he could see. The meaning of his answer is as yet not clear to us.

MECHANICAL DEPARTMENT

Someone suggested that a certain party had better send Birdie Wren a ticket as they are harder to spend than the cold cash. How about it?

Smithy was on a big game hunting trip. The bag has not been ascertained at this writing, but will probably be a large one. Smith is a relentless hunter and does not give up easily. He hunts whether there is game or not. He combined two types of hunting this last trip; one cockroach hunting and the other rat hunting. They say he is exhausted from the trip.

We are wondering if Otto has learned to pipe down as suggested the other day.

George Olinger is talking about an event. What is it? A vacation trip this summer?

Hank Thompson took two days off to go to Boulder Dam. He probably needed some water in his battery.

The 54th Street Garage is very quiet. We hear that Operators Summers and George are very much interested in a gold mine. It is not in a Grass Valley either. Johnny Tretow pretends not to be interested but is all ears. Watch out Tretow or you will have some beautiful stock certificates to repaper your house with.



F. F. ROBEY

DIVISION ONE

Clay Heywood and family took an enjoyable trip to the desert and on the way went through the almond orchards.

Over his week end, Le Roy Burr and family took a fast trip to Oakland and back. Le Roy said he had a very nice trip.

"Bud" Lacy was off several weeks because of scarlet fever at his home. "Bud" was sure glad to be back.

Jimmy Phillips and family, with friends, drove down through the almond orchards, a few Sundays ago. Jimmy said it was certainly beautiful there.

Sam Ackerman has been absent the past few days due to sickness, but says he is coming back soon and better than ever.

DIVISION TWO

It's sort of strange what watchmen will do just for the fun of it. J. T. Albright and J. J. West transferred to the Garage so that J. Holdsworth and W. J. Monahan could come back to the Shops and Division Two. That's what the shake up did.

Glad to report that R. B. Slocum is still custodian of the little park at the Shop, and he is planning bigger things for this year because some of the people going to the World's Fair at San Diego will stop by just to see what we look like. Yes, Bob will plant anything you give him and make it grow.

L. H. Scudder has had some trouble lately with a swollen jaw. Doesn't blame his teeth but thinks it must be the tobacco he bought in Long Beach.

A. Neilson is the new Watchman pinch hitting for Elmer Green.

Mr. and Mrs. George Ramsey and friends spent the other Sunday at Palm Springs and report a wonderful trip—the only thing wrong, George got hungry and had to stop and eat, both going and coming home.

DIVISION THREE

K. McDonald has a new Ford sedan. Some class to you now, Mac.

Chester Binkiewicz finally got home-sick for his old stamping grounds in Hawthorne so he moved there again.

Boyd Walters, the oiling king, still lives in Alhambra. Says it's the best town around Los Angeles.

Ed Muse, we notice, is starting a goatee and he looks rather snifty too. But we're wondering how he'll look in the full beard stage.

A. Pabst has a new Chevy sedan. Says it has a good pick up.

DIVISION FOUR

E. A. McCurdy has transferred temporarily to the Stores Department at the 16th Street Garage. We wish you success in your new position, Mac.

* * *

Wedding Bells

The wedding bells rang out for R. F. Comport on Saturday, February 16th. Congratulations and happiness to both of you, Raymond.

* * *

B. E. Bremm says that he has decided that an automobile is better than a motorcycle, so the consequences are that a model "A" has taken the place of his old motorcycle. We wonder Bremm, if this is all your own decision?

Out of the recent shakeup of watchmen, we find F. Cole of Division Three on the Day Shift, J. Gascon afternoons and Joe Turnbull on the "Graveyard" Shift. Joe says that he wasn't afraid of being bumped because they were all scared of the furnace at his Division.

DIVISION FIVE

Don Gasink and B. G. Allen got the idea somewhere that they were good to look at—in fact the best looking crew at Division Five.

Jack Hawthorne and family visited the Kellogg Horse Ranch on a recent Sunday afternoon and reported such a good show that C. R. Fulton and family drove out the next Sunday.

Basil Allen and wife motored over to Boulder Dam and report a wonderful trip and one well worth anyone's time.

The subject under discussion at noon hour is, "Why I traded my 1934 Pontiac for a 1935 model" by Jimmie James.

Fred Dudley has a fever. He used to have a "Tin Lizzie" one, but times have changed, so now it is called the V-8 fever.

Well we have another "big shot" at Division Five. Andy Duncan is Commander of the Los Angeles Railway Veterans' Club. More power, Andy.



H. I. SCHAUBERT

Leno Preciado paid a surprise visit to his old home in the interior of Mexico recently, arriving by plane on the morning of his mother's birthday, his well laid plans working to perfection. However, his stay was not too pleasant as he contracted a severe fever and was forced to spend much of his visit in bed.

Herman Liebelt is home from the hospital and able to get around. He spent Washington's Birthday at the race track in company with Austin Fleetwood.

Charlie Kincaid is slowly recovering, following an operation to remove an abscess from his ear.

William Morgan, and family, took advantage of the recent holiday by making a trip to Boulder Dam.

Jimmy O'Connor reported for work the other morning with a sprained wrist that he could not account for, since the injury had been received in his sleep. Probably the result of a bad fall from a night-mare.

Les Sparks has installed a new floor covering in the Vernon Yard office for which we are all duly grateful.

When Jimmy Watkins offered to go to the assistance of a friend whose car had slid from the road in the Malibu Mountains he let himself in for a lot of trouble. He filled his tank with gasoline and started for the rescue; stopped on the way to fortify himself with a meal and someone stole all but about a gallon of the gas. When he arrived at the scene he ran out of gas and then ran his battery down trying to start without said gasoline. He then took gasoline and battery from his friend's car and succeeded only in getting his own car off the road and breaking the terminal from the borrowed battery. Along towards morning he did succeed in getting both cars back on the road and then discovered that the road back to town had been blocked by a landslide.

Outside of the trouble already mentioned, the loss of a nights sleep, and not being able to get to work the next day, Jimmie did not think the event of much importance.

Little Art Zillig and his big Hudson are again in the limelight. This time for too many miles per hour on Soto Street. Hard luck, Art.

"Mac" Cavanaugh has at last discovered a man he can rely on. Whenever he has an important job to do or a fast move to make he always asks for Charlie Plume to be assigned to the job.

Charlie McCallister and Red Stevens made a trip to Charlie's mining property up in Mariposa County over the holiday. They report a good deal of snow and an enjoyable vacation.