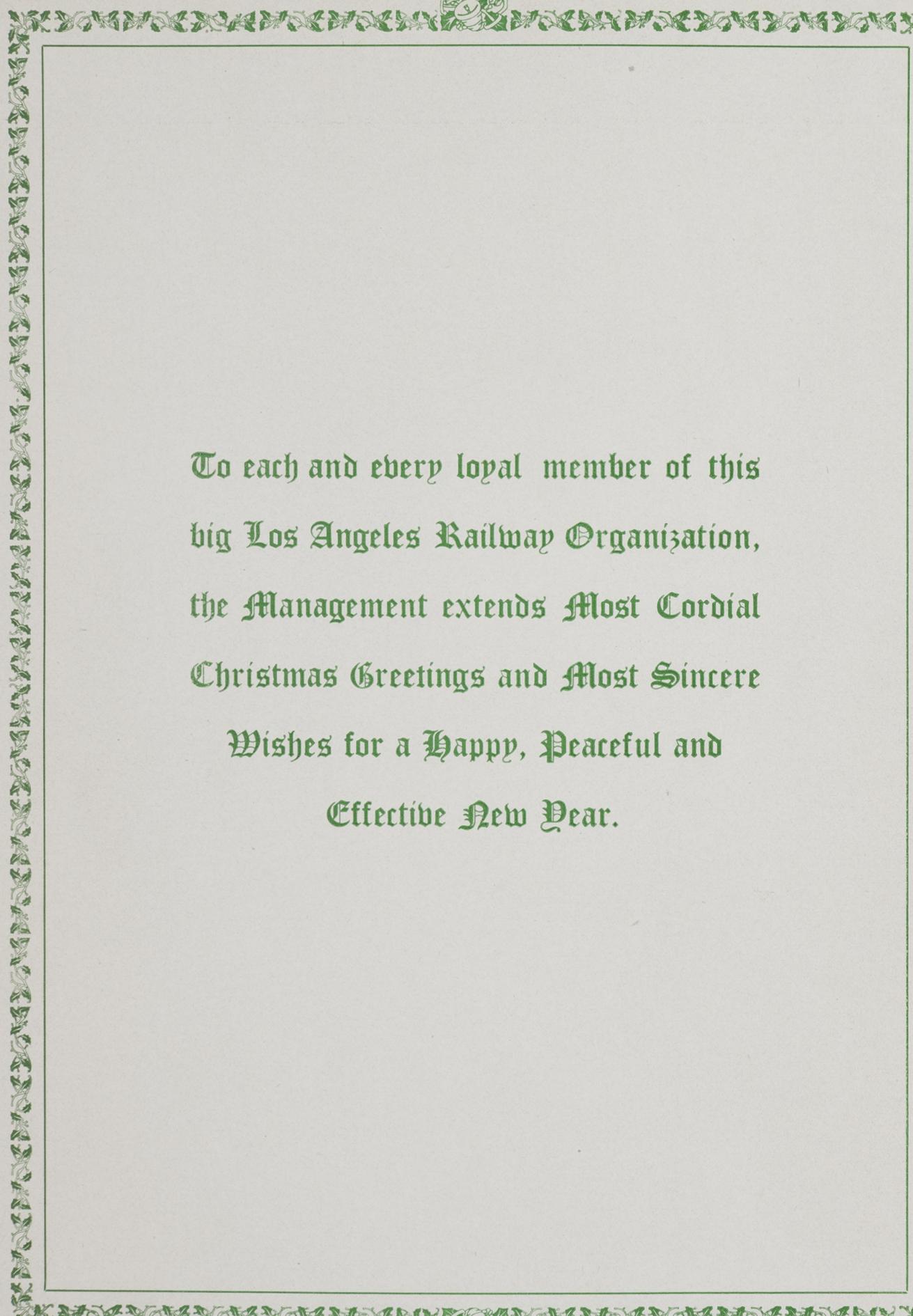


# TWO BELLS

## Are You Listenin', Santa ?

Judging from the way she's captured the Old Gentleman's attention, little Winifred Routh—3½-year-old daughter of Switchman (Div. 5) and Mrs. Frank Routh—should get results!





To each and every loyal member of this  
big Los Angeles Railway Organization,  
the Management extends Most Cordial  
Christmas Greetings and Most Sincere  
Wishes for a Happy, Peaceful and  
Effective New Year.

# • New Law Affects Every Employe •

By WOODWARD M. TAYLOR, General Attorney

Beginning January 1, 1937, the Federal Government lays a special tax of one cent on each dollar of wages earned up to \$3,000 a year, to be paid by the employe, and a similar tax on payrolls to be paid by the employer. These wage and payroll taxes are levied to provide the funds for payment of benefits under the Social Security Act as described in this article. Your employer is required by the law to deduct your part of the tax from your earnings and remit it with his own tax to the Treasurer of the United States.

With the approach of 1937 much is being written and discussed about the several federal and state laws designed in principle to do away with the greater evils and hardships which result from periods of depression such as the country has recently experienced.

It is natural that discussion of those laws becomes more frequent at this time because after January 1, 1937, it will be necessary for both employers and employes to begin to pay additional taxes levied to raise the money required to pay the benefits provided by those laws.

The two laws of this kind which most vitally affect employers and employes in California are the Federal Social Security Act and the California Unemployment Insurance Law. The Federal Act provides for old-age pensions, unemployment compensation, aid to dependent children, public health measures, and aid to the blind. The California law provides only for unemployment compensation and is to be administered in connection with and as a part of the unemployment compensation provisions of the Federal Act.

Since the unemployment compensation provisions both of the Federal Act and of the California law have been in operation since January, 1936, and all are more or less familiar with their requirements, the purpose of this article will be to furnish the employes of this Company a brief and clear outline of the *old-age pension* provisions of the Federal Act free of technical legal language and intricate details, so that each may have some idea of what he will be required to pay and what he can expect to receive in the way of an old-age pension under that Act.

## State and Federal Pension Acts Different

At the outset it must be remembered that the old-age pension provisions of the Federal Act are not to be confused with the California Law providing for relief to the aged. If

you have already reached the age of sixty-five years and are in need you can apply through the county welfare department for assistance under the California Old Age Assistance Act, but you cannot qualify for a pension under the Federal Act because that act applies only to those who on January 1, 1937, are not yet sixty-five years old.

plies to any service performed within the United States by an employe for his employer except certain specifically exempted services.

The exempted services are:

- Agricultural labor;
- Domestic service in a private home;
- Casual labor not in the course of the employer's trade or business;
- Service performed by an individual

## ESTIMATE OF SOCIAL SECURITY TAXES—1937 Rail, Coach and One-Half Motor Coach Company

	Employees	Company	Total
Unemployment . . . .	\$ 56,250	\$125,000	\$181,250
Age Pension . . . . .	62,500	62,500	125,000
<b>Total . . . . .</b>	<b>\$118,750</b>	<b>\$187,500</b>	<b>\$306,250</b>

### Eligibility for Old Age Pensions

Pensions under the Federal Act will not begin to be paid until January 1, 1942, and to be eligible for one at that time or thereafter a person must be able to meet the following requirements:

- (1) He must be at least sixty-five years of age;
- (2) He must have received not less than \$2,000 in total wages between December 31, 1936, and the time he became sixty-five years old; and
- (3) He must have received or been paid wages on some day in each of five years after December 31, 1936, and before he reached the age of sixty-five.

In other words, if you are sixty-five years old prior to January 1, 1937, you are not eligible for a pension under this Act. If you are under sixty-five you must have been paid or have received wages totaling at least \$2,000 between December 31, 1936, and your sixty-sixth birthday, and you must have been paid wages at least one day in each year for five years between December 31, 1936, and your sixty-fifth birthday.

All three of the elements above enumerated must be present before you are eligible for a pension under the Federal Act, and in addition your employment must have been in a service not exempted from the Act. Generally speaking the Federal Act ap-

who has attained the age of sixty-five prior to January 1, 1937;

Service performed by an officer or member of the crew of a vessel documented under the laws of the United States or of any foreign country;

Service performed in the employ of the United States Government or of an instrumentality of the United States;

Service performed in the employ of a State, a political subdivision thereof, or an instrumentality of one or more states or political subdivisions;

Service performed in the employ of a corporation, community chest, fund, or foundation, organized and operated exclusively for religious, charitable, scientific, literary, or educational purposes, or for the prevention of cruelty to children or animals, no part of the net earnings of which inures to the benefit of any private shareholder or individual.

In meeting the above eligibility requirements it is not necessary that you remain in the service of any one employer. The Federal Government will keep an individual record of each employee and your service or employment will be kept in that record regardless of the person or company that may employ you. Aliens as well as citizens are eligible if they meet the above requirements but no *employer* is eligible under the act.

*First Pensions Begin in 1942*

No pension will be paid under the Act until January 1, 1942, and then only to those who have reached sixty-five years of age by that date. The smallest pension that will be paid will be \$10 per month and the largest will be \$85. The amount of the pension you will receive will depend upon your present age and the total amount of wages, up to \$3,000 per year, which you will receive between January 1, 1937, and your sixty-fifth birthday.

To compute the pension due you at age sixty-five the government will proceed as follows: If you were under sixty on January 1, 1937, it will multiply your yearly wages (up to \$3,000 per year) by the number of years between January 1, 1937, and your sixty-fifth birthday; your pension will be 1/2 of 1% on the first \$3,000 of the total sum of wages thus arrived at, 1/12 of 1% on the next \$42,000, and 1/24 of 1% on the remainder.

The following examples show how it works:

(1) *If your wages amounted to \$1,000 per year for thirty years after January 1, 1937, and up to your sixty-fifth birthday your pension would be computed as follows:*

$\$1,000 \times 30 =$	$\$30,000$	
1/2 of 1% on the first \$3,000		\$15.00
1/12 of 1% on the next \$27,000		
(there not being a full \$42,000 remaining after deducting the first \$3,000)		22.50

**Your monthly pension . . . \$37.50**

(2) *If you receive wages amounting to \$2,000 per year for thirty years after January 1, 1937, and up to your sixty-fifth birthday, your pension would be computed as follows:*

Total wages (30 years at \$2,000)		\$60,000.00
1/2 of 1% on first \$3,000		\$15.00
1/12 of 1% on next \$42,000		35.00
1/24 of 1% on remainder		6.25

**Your monthly pension . . . \$56.25**

(3) *If your wages amounted to \$3,000 per year for thirty years after January 1, 1937, and up to your sixty-fifth birthday, your pension would be computed as follows:*

$\$3,000 \times 30 =$	$\$90,000$	
1/2 of 1% on the first \$3,000		\$15.00
1/12 of 1% on next \$42,000		35.00
1/24 of 1% on remainder		18.75

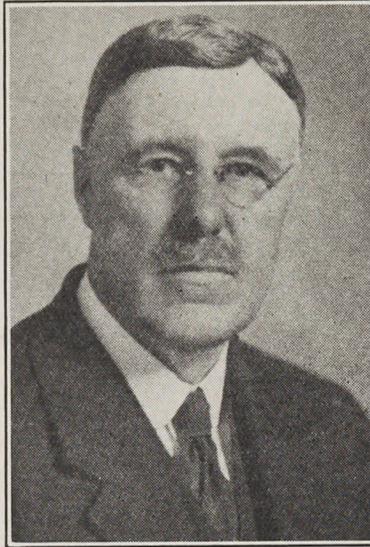
**Your monthly pension . . . \$68.75**

In other words, you simply multiply your actual wages (but not to exceed \$3,000 per year) by the number of years intervening between January 1, 1937, and your sixty-fifth birthday, and apply to that total 1/2

## Visit Received From Veteran Dispatcher

Wm. J. Irwin, one of the first Dispatchers of the Los Angeles Railway Company—from 1897 to 1905—now

visiting in Los Angeles and vicinity, recently called to say "hello" to his former Chief, Mr. Edwin L. Lewis and also to Mr. J. A. Bodley and associate Dispatchers.



*William J. Irwin*

At 69 years Mr. Irwin exemplifies the possibility of retired Dispatchers continuing hale and hearty and retaining kindly recollections which survive the passing of the years.

During the years 1893 to 1896 as an employe of the Twin City Rapid Transit Company in St. Paul, Minn., he gained the experience which fitted him for his subsequent appointment with the Los Angeles Railway.

During the years 1886 to 1892 he led an adventurous career in South Africa as a big game hunter and an officer in the Bechuanaland Border Police, where he met and became acquainted with the late Cecil Rhodes, the diamond king of South Africa, and also several of the world famous explorers of those early years.

of 1% on the first \$3,000, 1/12 of 1% on the next \$42,000, and 1/24 of 1% on the remainder.

On the other hand, if you are over sixty years old on January 1, 1936, you will not be eligible for a *monthly pension*, but you will be entitled to receive from the government on January 1, 1942, a lump sum equal to 3 1/2% of the total wages you have received between January 1, 1937, and the time of your sixty-fifth birthday, and in case you die before January 1, 1942, the amount due you as so computed will be paid to your estate.

### *No Pension For Those Who Work After 65*

Another thing of importance to remember is that one of the main purposes of the old-age pension provisions of the Federal Social Security Act is to assure a retirement income to wage earners reaching the age of sixty-five, thus encouraging them to retire from regular employment and thereby increasing the opportunities for the employment and advancement of younger workers. To accomplish this purpose the Act provides that if an employe otherwise eligible for a pension does not retire at age sixty-five his pension shall be reduced, for each month he continues to work, "by an amount equal to one month's pension." Which means, of course, that

no pension will be paid him at age sixty-five as long as he continues to work.

### *Pension Fund Guaranteed by Taxes*

The fund out of which the pensions will be paid is to be created or raised by the imposition of taxes both upon the employer and the employe. These taxes begin to be levied on January 1, 1937.

After that date employers are required to pay an annual excise tax based upon certain percentages of their pay roll, and employes are required to pay an annual excise tax based upon certain percentages of their wages. Neither the employer nor the employe pay the percentages upon wages in excess of \$3,000 per year. In other words, if your wages are more than \$3,000 you and your employer pay the percentages only upon your wages up to \$3,000, but if your wages are less than \$3,000 per year, both you and your employer pay the percentages upon your actual wages.

### *Employer Must Collect Tax*

The employer is required to collect the employe's tax by deducting the percentages from the pay roll and to pay them to the government along with the employer's own tax.

The same percentages are paid both by employer and the employe, and in different years those percent-

# TWO BELLS

Published monthly for the  
employes by the  
Los Angeles Railway

FRANK C. LYDIARD, Editor

Vol. 17 December, 1936 No. 12

## Don't "Hide Your Light Under A Bushel!"

### Your Ideas Requested

ages vary in amount. In each of the years 1937, 1938, and 1939, the employer pays 1% of his pay roll not exceeding \$3,000 for any employe, and the employe pays 1% of his wages up to \$3,000; in 1940, 1941, and 1942, each pays 1½%; in 1943, 1944, and 1945, each pays 2%; in 1946, 1947, and 1948, each pays 2½%; and in 1949 and thereafter each pays 3%.

As stated, the employe's percentages are required by the law to be deducted from the pay roll by the employer, and those deductions are in addition to the ones which have been made during 1936 to comply with the California Unemployment Insurance Law.

#### Questions Will Be Answered

It is hoped this article will give you a fairly accurate knowledge of the essential features of the old-age pension provisions of the Federal Act. Many knotty questions will of course arise concerning individual cases but the fundamentals of the Act are as above set forth. If you have difficulty in applying them to the facts of your particular case the General Attorney will be glad to assist you.

### Community Chest Report 1936-37

	Pledges	Amount	Cash
Div. No. 1.....	531	\$ 966.00	\$.....
Div. No. 3.....	443	822.20	155.20
Div. No. 4.....	579	1,363.00	191.50
Div. No. 5.....	524	1,033.50	166.00
Mtr. Coach Div.	291	793.00	3.00
Mtr. Coach Co..	324	574.75	23.75
Equipment Dept.:			
Div. 1 to 5.....	302	531.50	55.00
Shops .....	343	744.75	140.00
Garage .....	155	285.25	9.00
Electrical Dept.:			
Line .....	51	71.50	62.50
Power .....	47	141.50	9.00
Construction ...	15	46.50	13.00
Maintenance of Way			
Dept.....	292	769.00	.....
General Offices ...	382	1,232.50	374.00
Car Barn Cafe..	17	25.50	15.50
Executive Officers and Staff.....	31	1,681.00	1,041.00
	4,327	11,081.45	2,258.45
Campaign 1935-36	3,926	11,554.15	1,454.75

"I have an idea!"—How often we say that, with some unfeeling friend frequently rejoicing: "Well, it'll probably die of solitary confinement . . ." Nevertheless, we all know it's the people who keep getting ideas who go places in this competitive world. . . The people that not only get ideas, but work on them, develop them—and above all—express them!

With the installation of suggestion boxes at various points about the company, everyone is urged to contribute his opinion on how improvement of any phase of the company's activities may be effected.

It makes no difference where you work—shops, car houses, substations, offices, on the cars or buses. Methods and practices in all these places will improve from year to year. Those responsible for the ideas that lead to company progress are at the same time adding to their own qualifications for advancement.

Suggestion boxes will be placed in each of the car houses, shops, garages and office buildings, with a supply of paper and envelopes to be used for submitting suggestions. Write out your suggestions clearly; sign your name, place it in an envelope and drop in the locked compartment. Once each week a representative of the Executive Assistant will unlock the box and collect the letters. All letters will be carefully examined by a committee consisting of a representative of the Executive Assistant and another person appointed by the President. The suggestions appearing to have the greatest merit will be typed (omitting the names of the writers) and forwarded to the head of the department in charge of the particular matter suggested, for a report upon the wisdom of adopting the idea or the reasons why it cannot be used. These replies will then be considered by the committee and recommendation made to the manage-



New Suggestion Box receives first contributions from Martha Lathrop, Auditing Dept.

ment to adopt the most effective suggestions offered. Acknowledgment will be made to those individuals offering the ideas accepted by the management. This will be repeated each month. A Roll of Honor will be instituted where the names of all those who make suggestions finally adopted will appear.

Don't be hesitant about turning in your ideas, and, remember, you are not confined to your own department in making suggestions. No names will be given out by the committee until suggestions have received the approval of department heads and awards made.

Let's get busy and work out those half-formed thoughts which may prove valuable to our company, and will stamp us as people who aren't satisfied just to handle our job of transportation adequately, but who *think* about it and how it might be done better.

### Legal Advice Available

The reorganization of this company, which became effective November 1, 1936, provides for a General Attorney who shall spend a portion of his time daily at an office established for him at Room 1010, Main Office building.

All employees are notified that advisory legal service is available to them at all times through the General Attorney free of charge. If you have any personal problem about which you need legal advice ask the head of your department to put you in touch with the General Attorney.

# How Can We Get Those Extra Rides?

## Growing Market Holds Opportunity

Our chief competitor has opened up a great new market for our service to the tune of 14 billion or more rides a year. . . Hard to believe, isn't it? It's a fact, nevertheless, supported by figures of the American Transit Association. Here's how it works out: In 1935 *necessity rides* taken to and from business areas were calculated to be  $7\frac{3}{4}$  billion on transit lines and  $7\frac{1}{4}$  billion in automobiles; a total of 15 billion rides. It is assumed in addition that other auto rides were at least  $1\frac{1}{2}$  times those taken to business districts. Allowing, also, another billion transit rides beyond the *necessity* type, we had a total transportation market for 1935 of  $26\frac{3}{4}$  billion rides. . . Of these the transit industry obtained  $8\frac{3}{4}$  billion.

Of the 18 billion rides taken in automobiles, it is estimated that only 4 billion would have gone to transit lines if the auto had not come into use. This leaves 14 billion rides created by the automobile—entirely new rides—and more than the total rides accounted for by the transit industry at its peak in 1926.

It becomes obvious that *more* people are demanding *more* transportation, with the riding habit growing every day. Fourteen billion or more *new* rides are going to be taken in 1937; a sizeable portion of them right here in Los Angeles. Furthermore, merely because the automobile has made people more travel-minded does not mean that the public is interested only in auto riding. There is a definite place for the streetcar and bus, as well as private motorcar, with the sphere of action for each ever-widening.

It follows that never in the history of the railway have we had so great a chance to sell our service. The public is receptive; willing to be shown. It is entirely up to us whether we obtain our share of the new transportation market and, as a result, achieve for ourselves the better wages, the better working conditions, and the better equipment that come with increased patronage.

How shall we go about it? We cannot reduce our fares to attract new passengers; we cannot raise them to

receive more revenue from the ones we already have, as is done by other business concerns. Therefore, it is clear that upon each of us, our personalities and the type of individual service we render, rests the question of whether or not we will take advantage of the opportunity before us.

Transportation is our job. Each of us knows his part of the transportation picture a little better than any one else. If he sells himself to our riders, he is selling the company—he is convincing those passengers he contacts that public transportation has a real place in their daily activity. To this end we must develop our own brand of special *extra* service that will keep bringing customers back. . . That smiling "Good Morning;" that lift up the steps; or that bit of information; added to courteous and intelligent discharging of ordinary duties will often provide the margin that inclines an "occasional" passenger toward consistent use of the street car or bus.

*Fourteen billion extra rides!* How big a slice of that are we going to cut for ourselves in 1937?

## Mental Attitude Important

By J. COLLINS, *Supervisor of Safety*

Our work does not require any great amount of physical strength—therefore, it should be evident to any man that this game is played by the invisible forces of the mind, rather than by muscular power, and these are the forces the Superintendent of Employment endeavors to purchase when he employs a man—so the man may understand, and follow, instructions pertaining to present day requirements.

These forces to which we refer are either constructive or destructive. The man then is either an asset or a liability, depending, to a great extent, upon his mental attitude. Mental attitude is, in all probability, as important as mental capacity.

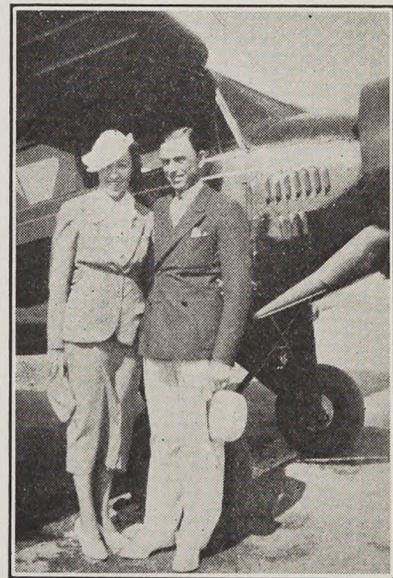
Each man is playing the same game under similar conditions—this being the case, his mental reaction is reflected in his accident record. This record,

also, indicates whether or not the man has made an effort to learn and apply our system, rather than operate according to his own ideas, or particular mood.

When you follow the scheme as you have been instructed you are free from worry; people are not injured, and service does not suffer delays due to accidents—when you operate opposite to these instructions you produce an opposite effect.

Now that the winter season is upon us, which means more confusion, probable rain and occasional fog, we should recognize these changed conditions, and change to meet them. These conditions are real. Increased activity means increased hazard. Cross streets are more dangerous. Responsibility increases with increased loads. The more people there are in the streets the more there are to get hit—to meet these conditions safely, the only problem you have is within yourself—the way you react to them—the way you take advantage of half speed in running from one stop to a blockaded condition not far ahead; by increasing the road space on slippery rails; by a decrease in speed, or an increase in distance. Look where you are going, but do not depend upon others to be looking where they are going.

## BELLS



Presenting Motorman Owen Bryant, of Division Five, and his bride, Miss Mildred Miller, on their wedding day, in Yuma, Arizona, on July 11th. Piloted there and back by conductor Champ Clark, the newlyweds kept the secret until their "sky chauffeur" let us in on it.

## More Bells . . .

### Our Best Wishes to:

N. A. Lucus, 16th Street, who was married to Miss Helen Gordon Nov. 26.

. . . N. L. "Squeezins" Clark, Wilshire Coach Operator and Miss Iris Leonore Cliett, married on Nov. 14.

. . . Paul Sturm and Miss Lillian Pope of Ontario, Calif. Married at Yuma Dec. 6. Paul is Serviceman on the Third Shift at 16th Street Garage.

Motorman R. S. Katzenberger, Div. 1, and Mrs. Alice Nettie White were married on October 24th, 1936.

Lyle S. Bradt, Division Four motorman, and Miss Tillie Wieman.

## YELLS

This month we have a record of twelve bundles dropped by One-Bird Operator Stork. All made successful landings, and find Los Angeles much to their liking.

The happy parents to whom we extend our heartiest congratulations include:

Conductor R. H. Fitzpatrick and Mrs. Fitzpatrick—a boy on November 17—James Edward.

Operator Ira L. Hearne and Mrs. Hearne—a girl on November 16—Carolyn Elizabeth.

Operator Paul Patterson and Mrs. Patterson—a boy on November 13.

Mr. and Mrs. H. H. Wallen—a boy.

Conductor "Bobby" P. Martin and Mrs. Martin—a girl on November 16—Patricia Lee.

Motorman and Mrs. W. M. Elliott—a girl on November 10—Janis Loy.

Motorman and Mrs. E. W. Lane—a girl on November 30—Dolores Pauline.

Motorman and Mrs. G. H. Held—a girl on November 11—Elizabeth Lee.

Conductor and Mrs. J. C. Reed—a boy on September 17—Lloyd Calvin.

Operator M. R. Petter and Mrs. Petter—a boy on November 21—Donald Frederick.

Operator and Mrs. J. E. Long—a girl on November 28—Roberta Beverly.

Operator and Mrs. Floyd Stange—a girl

## LARY Sick Folks

By R. A. PIERSON

*Superintendent of Personnel*

During the month of November, there were 19 employees confined to the California Hospital, which represents 142 hospital days. The cost of the Hospital service was \$1,100.00.

E. R. Sullivan, Mechanic (Garage), who was operated on November 14, is able to be up in a wheelchair and is gaining strength. Mr. Sullivan was a very sick man for several days and we are all glad to see him getting along so nicely now.

J. G. Adair, Flagman, Transportation Department, who was operated on for the removal of a cataract from one eye, will soon be back on the job.

W. C. Skinnell Conductor, Division Five, who has been sick since October 19, is beginning to feel some improvement.

A. G. Gribbling, Operator, Coach Division, who was injured while playing baseball, is improving and will be able to resume duty soon.

J. MacFarlane Motorman, Division One, is improving and hopes to leave the hospital soon.

Ray W. Anderson, Foreman, Garage, was operated on December 1 at the California Hospital. He is getting along fine, but it will be several weeks before he is able to resume duty.

H. D. Webster, Conductor, Division Five, who has been on the sick list on account of influenza, is improving and will soon be back to work.

H. W. Gibson, Motorman, Division One, had the misfortune to have his hand severely injured when the fan on his automobile struck it. He is improving and will soon be able to resume duty.

G. E. Kinnison, Conductor, Division Four, who suffered a fractured arm some time ago, is out of the hospital and able to call on his friends.

C. E. Myers, Motorman, Division Five, who was operated on recently, is at home and improving nicely.

W. J. Burns, Motorman, Division Four, who injured his knee recently, is around on crutches.

H. Hansen, Motorman, Division One, is on the sick list on account of arthritis and trouble with his eyes. He has suffered a great deal and we hope for his relief from this in the near future.

C. O. Morse, Superintendent, Coach Division, who has been seriously ill, is improving and is able to sit up in bed.

C. C. Clark, Conductor, Division Five, who was injured when he fell from a ladder last August, is improving but is not able to resume duty at present.

O. W. O'Neill, Conductor, Division One, was taken to the Hospital December 7. He is improving and will probably be home soon.

W. S. Culver, Conductor, Division One, has been on the sick list for some time. His condition remains about the same.

C. C. Jones, Conductor, Division Five, who was operated on recently, is getting along fine and will soon be back on the job.

H. Phillips, Motorman, Division Four, who has been on the sick list since November 14, is improving.

L. M. Erickson, Motorman, Division Five, was taken to the Hospital December 7. At present it is not known whether he will need surgery or not.

## Letter of Appreciation

Appreciation is expressed by Mrs. Frank A. Christy and her family for the sympathy and kindness extended them during their recent sorrow.

There have been a great many cases of influenza and colds during the past few weeks but fortunately most of them are of short duration.

During the month of November 132 employees were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

Orval Clyde Haynie, Conductor, Division 5, died December 11, 1936. He was born in Pima, Arizona, September 5, 1897 and was employed as Conductor June 22, 1922. He is survived by his widow and five children.

Benjamin Franklin Widner, Carpenter, Mechanical Department, died December 11, 1936. He was employed as Carpenter October 3, 1906, to January 6, 1915, re-employed as Carpenter May 1, 1917. He is survived by his widow and two children. Mr. Widner was a member of I.O.O.F. American Lodge No. 385.

Frank Asbury Christy, on the Pension Roll, died November 24, 1936. He was born in Wilmington, Ohio, August 1, 1860, and was employed as conductor October 5, 1896, appointed clerk, Div. No. 3, February 1, 1920, appointed Flagman May 16, 1922, appointed Supervisor December 1, 1924, and placed on the Pension Roll, April 1, 1930.

Mr. Christy is survived by his widow and two sons.

## NEW ADDRESSES

Do not fail to give your Foreman your new address, as it is necessary that the Personnel Department keep this record up-to-date.

## ARE YOU REGISTERED?

According to Wm. M. Kerr, Registrar of voters, if you failed to vote at the August primary or the November 3 general election, you are no longer entitled to vote unless you re-register. In order to vote in either the April 6 primary or the May 4 election, registration must be completed by February 25. Until that time you may register at 242 South Broadway.

Don't be denied your right to vote through carelessness—register now!

Further, even though you voted in these elections, you must re-register if you have since moved.

Before going on your honeymoon register the name of your new wife with your Foreman — it may be important to her.

Register the name of the baby with your Foreman. He will forward the new heir's name to the Personnel Department.

# Noted By Riders --- Some Of Our 4-Star Salesmen!

## Praise from Publicity Man . . .

"This is strictly a personal letter. I have a wail. Someone threatens to deprive us transfer customers of the smiling countenance of your supervisor at the corner of Flower and Fifth street. We all object, Crown Hillers of 30 and 40 years residence, several hundred school children and many helpless people who ramble about vaguely on that transfer corner.

"Although I, like all others, pause to hail this highly accommodating Supervisor, and have done so many moons, I had to inquire his name for the purpose of this letter. It is **S. J. Whitelock**. He not only is very human and helpful but in my opinion a very highly efficient man of brain and judgment.

"At any rate, we look upon him as our land-mark. Therefore do not take him away; meaning, of course, the Railway Company"

Will E. Wing,  
State News Bureau Director.

## Our Men "Above Ordinary" . . .

"I am a daily rider of the street cars and therefore have a good opportunity to gain much regarding the efficiency as well as the tactless surliness of your motormen and conductors. A number of times I have been tempted to report some particularly uncivil failure on the part of an employee but always felt reluctant as doubtless he was suffering under some personal load of mental or physical pain.

"I must say that—as a class—your employees are away above the ordinary as compared with those I have seen in other large cities of our country.

"My reason for writing this letter is to express my deep appreciation for the manner which two of your conductors maintain toward the passengers. I refer to *conductor No. 44 (J. L. Williams, Div. 1) and No. 1200 (F. H. Duncan, Div. 5)* who run on the S line. I do not know their names, but they are both outstanding examples of the alert friendly public servants who are fairly bubbling over with good nature and willingness to help the public.

"Such men—radiating joy and good fellowship—certainly must be valuable assets in awakening a kindly feeling toward your corporation and therefore deserve every bit of encouragement we can give them.

"If more of your men could see the value of breaking in on the drab thinking of many people who individually take themselves far too seriously, the traveling public would also be benefited.

"If my letter of commendation can in any way be made an encouragement to these two Knights of the Trolley, my motive for writing you will be fulfilled."

Hal B. Washburn, . . .

## From W. C. T. U. Official

"Last evening, November 12th, returning from the city, I entered street car 447. "F" line, at 5th and Main St. at or about 4 p. m.

"Appreciating the difficulty I was having in climbing the steps, the Conductor No. 2440, (**H. L. Carleton, Div. 5**), very kindly assisted me.

"Attempting to place a token in the "box" I stupidly dropped it on the floor. Instead of stopping where it fell, the token continued on its way and rolled under the door on the opposite side from entrance of car.

"Thinking the token lost, I was about to deposit another fare but the conductor opened the doors, found the wayward token and placed it in my hand; I *carefully* put it in the "box" and I wholeheartedly thanked him.

"Sincerely hope this may add one more credit—should be two—to the record of Conductor 2440."

DR. C. NORA McNEAL,  
Pres., *Wom's Christian Temperance Union.*  
(Hollenbeck Heights)

## Night Manager Awake To Good Service . . .

"I know that you are receiving complaints so often, as to your service, I feel that it is wisdom to surpose you this time, by advising you that I want to praise many of your employees as to the manner in which they serve the traveling public of late on the outgoing cars in the morning hours.

"I have been riding the W car for 22 years, and usually it is the car at about 7 a.m. going north on Broadway that I catch to ake me out to my home in Highland Park. Very seldom has it been impossible for me to get a seat at that hour, until within the past few months.

"This morning, I was fortunate to find a seat, by the time we reached the City Hall, or rather the corner of Temple and Broadway, as at that point many employees of the county buildings are getting off.

"The crew that I ride with mostly happen to be one of the best service men that I contact, and they certainly can handle the traffic in wonderful shape. This morning it was car 1538—Motorman 2397 (**W. H. Hollenbeck, Div. 3**) and the conductor is the same man that is always with him, but I did not observe his number. . . .

Wm. P. Dunlap, *Night Mgr.*  
New Rosslyn Hotels.

## Enjoys Riding Every Day . . .

"This is a deep dark secret, especially from auto dealers—

"When I came to your beautiful city, was told an auto was absolutely necessary and fully expected to buy one and drive myself.

"Your car and bus system have answered the question for me. Have enjoyed them so much. Just one "Fly in the ointment"—steps too high. Being short, a little lame and not as young as I used to be, I find it rather difficult getting on and off.

"If it were not for your kind considerate men, would be obliged to forgo the pleasure of seeing this wide-spreading city. You are to be congratulated on having such a staff.

I ride every day and find courtesy and efficiency. Beverly Bus and No. 3 car, being convenient, are used as a means of reaching other lines.

"Four of your men stand out preeminent for courtesy and consideration, toward an old lady whom they do not know—just one of many passengers.

"I refer to Operator No. 193 (**G. E. Wood**) of the **Beverly Bus Line**; Conductors No. 2076 (**J. A. Hurzelar, Div. 4**), No. 1319 (**W. J. Barnard, Div. 3**) and No. 2928 (**C. E. Prowse, Div. 4**) of Car 3 Line.

Loretta Lawler.

## Finds "Courtesy, Efficiency" . . .

"I would like to say a word of appreciation of the courtesy and efficiency shown by your driver No. 109—(**H. W. Strode**), on the **Melrose line**.

"I dont know him, and he doesn't know me, but I rode with him today and saw men, women, and children on the bus become his friends, and I thought you might like to know that he's a credit to your organization."

LOUIS WEADOCK.

Unfortunately, we can't print all the letters of commendation that came in this month, but we are happy to give below the names of other trainmen who, by their fine work, earned praise from our riders:

### CONDUCTORS:

J. W. Bell, Div. 5  
K. E. Boyd, Div. 4  
E. Cox, Div. 3  
B. I. Derry, Div. 3  
R. A. Byers, Div. 4  
H. W. Clark, Div. 4  
H. J. Ford, Div. 4  
C. C. Albert, Div. 5  
W. E. Hankins, Div. 1  
J. L. Marris, Div. 4  
A. R. Wilmeth, Div. 5  
T. Griffith, Div. 3  
K. S. Stephens, Div. 3  
A. O. Seigler, Div. 1  
J. E. Caverly, Div. 1  
J. L. Mattern, Div. 4

### MOTORMEN:

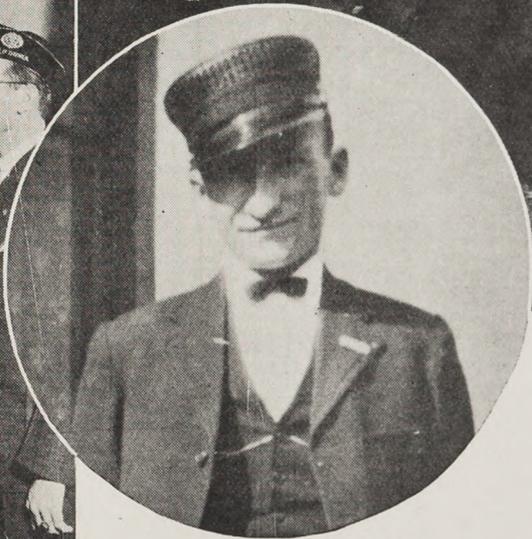
G. W. Plummer, Div. 3  
L. J. Cassidy, Div. 4  
E. J. Zumault, Div. 5  
J. E. Fagin, Div. 1  
G. N. Lang, Div. 4  
C. B. Mullins, Div. 5

### OPERATORS:

E. P. Martin, Wilshire  
G. C. Gilliland, Western Ave.  
C. L. Trenholm, Beverly  
J. H. Richards, Beverly  
T. G. Peters, Crenshaw  
H. H. Jackson, Crenshaw  
H. W. Mueller, Crenshaw  
Jack Stewart, Olympic  
S. C. Richmond, Crenshaw  
R. E. Bice, Western  
L. F. Barnes, Western  
J. C. Pike, Western  
L. W. Hyde, Western  
O. Bush, Florence-Soto  
A. W. Loudon, Florence-Soto  
M. G. Pechtel, Lincoln Park

# LARY Legion Post Installation Highlight Of Recent Vet Activity

*Veterans Club Elects Officers For Coming Year*



President Lucius S. Storrs presents Colors to Commander Leo L. Leasman.

Above: Adjutant R. H. Manning to whom goes much credit for formation of the new Post.

Members of Los Angeles Railway Post 541, American Legion. Left to right, front row: L. G. Hobbs, Exec. Officer, C. W. Coulter, Sgt.-at-Arms, R. H. Manning, Adj.; R. G. Copeland, 2nd V. C.; Leo L. Leasman, Com.; E. J. Marceau, 1st, V. C.; H. L. Myer, Chaplain; C. H. Hinson, Finance Officer. Second row, left to right: H. B. Marques, Exec. Ofcr.; I. L. Mattern, C. M. Detrick, S. H. Brody, J. C. Crowley, H. L. Carleton, H. D. Plank, Asst. Sgt.-at-Arms; G. H. Drinkwater, Historian. Third row, left to right: Coy Gordon, F. F. Favour, H. F. Nelson, E. W. Cotterly, H. G. Burgess.

Members not present for photo are: N. W. Kohler, G. H. Kunz, O. Schoff, A. E. Dodge, N. L. Goddard, C. A. Simpson, H. Russell, J. L. Story, J. L. Hall, L. Z.

King, Claude McGehee, L. H. Stephens, H. T. Brown, W. E. Chilcoat, R. C. Young, P. L. Chapman, R. J. Gates, W. G. Brooks.

To Los Angeles Railway Post 541, American Legion, goes the distinction of being the first Street Railway Post in California, and one of the few in the United States. Impressive ceremonies marked the installation of

the new Post by Dr. Charles F. Sebastian, Commander of the 17th District, Department of California, on Tuesday, December 1, at Patriotic Hall. Leslie (Ole) Olson, National Commander of the U.V.R. and Chair-

man of the Department of California Disaster Relief, and Jess J. Kline, Past Commander of the 23rd District, gave invaluable assistance in carrying out installation ceremonies.

Following the initiation of the

twenty-five charter members, conducted by Dr. Sebastian with the help of the Inglewood Ritual Team, the new Legionnaires witnessed our President, Lucius S. Storrs, donate the Post colors and heard his congratulatory message in which he commended them for their patriotism, amply evidenced both in war and peace. The colors were dedicated by Gold Star Mother Flick.

Present were many prominent members of the American Legion, American Legion Auxiliary and other Veterans organizations, including: Frank Hess, Roy T. Gamble, John Witsen, Jack Raymond, V. Kenner, Mrs. Irene Burgoon, Mrs. Audree Olson, Mrs. Marie Manning, Mrs. Bettie Leasman, Mrs. Florence Dean, Mrs. Elsie Watson.

Among friends and officials of the Los Angeles Railway attending were T. Y. Dickey, Superintendent of Division 5, Joe Finn, J. Stuart Neary, and Lee Reeves.

Formal recognition of Post 541 by the American Legion culminated untiring efforts on the part of Conductor R. H. Manning, Division 4. Having gained the consent of the Railway as to the use of its name, and with the aid of Past Commander Jess J. Kline of the 23rd District, and Dr. Sebastian, Adjutant Manning called a meeting of all eligible veterans. From this point on events moved swiftly toward the installation ceremonies held December 1.

In addition to being hailed by his comrades for the quiet, unassuming and effective manner in which he brought about the formation of Post 541, the new Adjutant is entitled to plaudits from all of us for his work on the development of the new Post, which promises to be a real credit to the Railway.

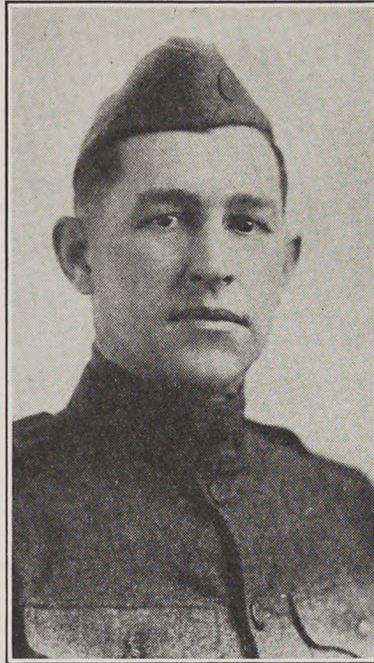
All friends of the Post are invited to attend its next dance, Saturday, January 16, at Patriotic Hall.

### Seven Named in Veterans' Club Elections

At the regular meeting held at Patriotic Hall, Monday, November 23, the following officers were elected to serve for the coming year:

Commander, L. E. Barkley, Division No. 3; First Vice-Commander, H. F. Nelson, Division No. 4; Second Vice-Commander, O. E. Lund, Division No. 5 Mechanical Department; Finance Officer, S. T. Cooper, Division No. 4; Adjutant, S. H. Deane, Di-

## Gamble New V. F. W. Chief



Roy T. Gamble, Commander S. W.  
Post No. 2828, V. F. W.

South West Post No. 2828 V. F. W. and Auxiliary held a joint installation at the Post Hall, 1131 West Manchester Avenue, on the evening of November 4. Lary employees installed in office include:

Roy T. Gamble, Motorman, Division Four, Commander; Clarence Hannon, Conductor, Division Five, J. V. Commander; Leo H. Maag, Line Department, Quartermaster; Russel J. Gates, Motorman, Division Five, Q. M. Sergeant; Carl Woelker, Line Department, Sentinel; Loren E. Heft, Conductor, Division One, Historian;

vision No. 3; Chaplain, C. J. Jackson, Division No. 4.

After the election had been completed the meeting was turned over to the newly elected Commander who then made the following appointments: Sergeant-at-Arms, R. C. Hoyle, Division No. 5; Bugler, F. O. Roberts, Division No. 1; Division Commanders: Division No. 1, C. J. Clark; Division No. 3, A. E. Morgan; Division No. 4, H. M. Barclay; Division No. 5, B. A. Rich.

There will be a public Installation of Officers on Saturday, January 9, at 8:00 p. m., at which time the officers of the Club and the officers of the Auxiliary will be installed by

George H. Stone, Motorman, Division Five, C. C. Delegate; Owen J. Moser, Line Department, C. C. Delegate; E. M. Cavanaugh, Vernon Yards, C. C. Delegate; R. T. Gamble, Motorman, Division Four, C. C. Delegate; Ben Weatherby, Vernon Yard, Color Guard.

Auxiliary Officers: Lucile Heft, J. V. President; Gail Gamble, Patriotic Inst.; Susan Hannon, Color Bearer.

After the installation there was entertainment by the Frank Ernest V.F.W. Drum and Bugle Corps and you comrades and sisters who were not there surely missed a treat.

We then proceeded to partake of a luncheon that the ladies had prepared. Everyone went away happy.

South West Post No. 2828 V.F.W. and Auxiliary will have their annual Xmas Party and entertainment on the evening of December 16 at the Post Hall, 1131 West Manchester Avenue. There will be a Xmas Tree, and a real Santa who will see that all the kiddies are remembered. Don't forget this date, comrades, for you know the good times we have at these parties and to top it all off your children will furnish the entertainment. Don't forget that we have some real talent in this old V.F.W. family.

—LOREN E. HOYT,  
Chairman Publicity.

### Veterans' Auxiliary

Everyone is invited to the annual Xmas party, Dec. 28, Patriotic Hall. Installation of officers for 1937 will be held on Jan. 9.

the degree teams of the Inglewood Post of the Canadian Legion. You will remember that last year these two degree teams put on a very colorful and impressive ceremony. Following the Installation there will be a bite to eat in the Dining Room and music for those who wish to dance. All are invited to attend this event and bring friends.

There will also be a meeting of the "Order of the Sword" on Monday, December 28, at 8:00 p. m. This will be for the purpose of electing officers for the Sword degree for the coming year. The meeting will be cut short so as to enable everyone at the meeting to be present at the Christmas

Party, which will be held in the Dining Room. The Club and Auxiliary will furnish the decorated tree, something to eat, and also something hot to drink. There will be games for the children (providing they can find room among the grown-ups who forget they are children no longer). Everyone bringing a child is asked also to bring a present for a child of like age, but not to exceed 25 cents. We had a very good time at the party which was held last year and hope to see a larger crowd this year.

Next month your news will come from our newly elected Adjutant Sam Deane and may he have as much pleasure writing this column as I have had for the past several years. Wishing you all a Merry Christmas and a Happy New Year, and hoping you will be with us on the ninth of January.

—H. F. NELSON, *Adjutant.*

## Close Cooperation Indicated Between Association and Management

Regular monthly meetings with the management are in effect. All matters that are brought to the attention of the Board of Governors are thoroughly investigated, discussed and then written up and presented to the management, through its representatives, Mr. C. E. Morgan, Manager of Operations, and Mr. J. S. Neary, Executive Assistant. Each case is discussed at this meeting. If a case affects a group from any one department and not the employes as a whole, the argument on the case is given by the representative of the department affected. If the employes as a whole are to be benefited, then it is open for a general discussion and every view is taken into consideration. Our first meeting of this nature was held on December 8, and we are assured that cases called to the attention of the

management will be answered; by our next meeting if possible.

We feel that this method of co-operation will mean a great deal to us, and a closer relationship between management and employes will be effected.

Get behind this Association and make it One Hundred Per Cent, as we have been assured by Mr. Storrs, our President, that the management is our friend and we are the ones upon whom the responsibility lies for future success.

Abide by the precepts laid down and prevent accidents, meet the public fair and square, and as salespeople of the service sell it to the riding public.

—BOARD OF GOVERNORS

F. W. MELLENTIN, *Secretary.*

## Van Vranken Gives Up Motor Coach Post

Retired at his own request, December 1, was Frank Van Vranken, former Manager of the Los Angeles Motor Coach Company and Los Angeles Railway Coach Division, after 48 years of conveying people from here to there via steam, electricity and gasoline.

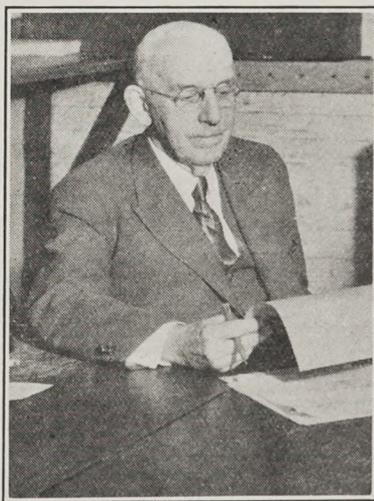
Expecting henceforth to enjoy his transportation in the unfamiliar role of passenger, Mr. Van Vranken and his wife left early in December for a few weeks at Matteis' Tavern, Los Olivos, California.

Born in Schnectady, New York, in 1865, Mr. Van Vranken can well look back with satisfaction over his long career in transportation. Breaking into the game in 1889 as a cub freight brakeman with the Southern Pacific, Mr. "Van" waded through various positions in the freight division, emerging in 1902 as a passenger conductor. Then to the Pacific Electric as a division superintendent where he proved his value in such conclusive style that we next see him as Los Angeles Railway Assistant Superintendent and consecutively Assistant General Superintendent, General Superintendent and Assistant to General Manager. Moving on from the steam and electric fields, Mr. Van Vranken in 1923 became Manager of the Los Angeles Motor Coach Company and Los Angeles Railway Coach Division,

a position he held until this month, at which time he signified his intention of retiring.

Evidence of the esteem in which Mr. "Van" is held by the men with whom he has been associated was abundant at the dance and card party given for him November 28 in the Pacific Electric Ballroom. Over 200

### Half Century in Transportation



Frank Van Vranken

employes and their families of the Los Angeles Motor Coach Company and Los Angeles Railway Division joined in the farewell party. J. Stuart

Neary acted as Master of Ceremonies for evening's program arranged by T. K. Newen, which included singing and dancing by four talented children, one of whom was Gerald Singer, son of Lou Singer, Conductor on Wilshire Boulevard Coach Line; songs by Coach Operator R. O. Bennett, and acts by "Donald Duck" (Clarence Nash) of Walt Disney Studio. Lucky recipients of door prizes received their awards from D. D. Canning, new Assistant Manager of Los Angeles Motor Coach Company.

In accepting from Coach Operator P. E. Snider the handsome Philco radio set and traveling cases given both to himself and his wife, Mr. "Van" expressed his thanks to the "boys" and his regret at leaving them, as well as the pleasure he had derived from his long association with them. Mrs. Van Vranken, ill and unable to attend, was sent a bouquet of roses with a message of cheer.

Thanks for the part they played in making the party a success go to J. N. Boucher, Johnnie Hays, Marshall Chamberlain, Chas. Dummer, W. A. Baker, E. L. Armstrong and "Red" Atkins.

Long-time assistant to Mr. Van Vranken, and well equipped to take over the reins of management, is successor Fred C. Patton, new Supt. of motor transportation world record-holder was he in the Olympic games of 1932, where, loaned by the com-

pany to act as transportation manager, Mr. Patton supervised the transporting of 86,000 people over 63,000 miles in 43 days. So well organized was the conveyance of the athletes that no event was delayed, nor did any passenger sustain an injury.

In 1928 when Bisbee, Arizona, decided it wanted buses instead of street cars, the services of Mr. Patton were commandeered for the project.

Successful, also, in his own bailiwick out Virgil and Santa Monica way, Mr. Patton's well-rounded knowledge of transportation gives assurance that the destinies of the Los Angeles Motor Coach Company and Los Angeles Railway Coach Division will continue to be capably guided.

### Square and Compass

At Scully's Cafe on the evening of November 25, our regular monthly meeting was held in typical Thanksgiving style. A delicious turkey dinner was enjoyed by all.

J. H. McCornack gave an interesting and instructive talk on astrology, explaining the present movement of the earth toward the star Vega and T. Y. Dickey related some humorous incidents pertaining to the reporting of accidents.

On Tuesday evening, November 24, Supervisor Guy Gilmore and son were taken through the third degree of Masonry at Hollenbeck Lodge. The team of the Los Angeles Railway supervisors are to be complimented on their fine ritualistic work.

On the following Friday evening at Utopia Lodge F. A. Frazier, who is clerk to M. E. McCune, foreman of the machine shop at South Park Shops, was made a Master Mason by our degree team. Both events drew a large following from the membership.

Don't forget to have that prospective member at the next meeting.

It's the last one of the year and to show our gratitude to President Bill for his unselfish efforts in behalf of our Club plus his fine leadership, let's ALL be there.

Election of officers resulted as follows:

President, Walter E. Whiteside, Engineering Dept.; Vice-President, Lester F. Sparks, Vernon Yards; Secretary, J. E. Steenrod, South Park Shops; Treasurer, Lloyd B. Yeager, Line Dept.; Chaplain, Arthur G. Rex, Division One; Marshal, Raymond B. Smith, Auditing Dept.

Fred Andrus, Johnnie Miller, C. A. Evans and M. E. McCune were welcomed back, after being absent from the Club meetings for a long time.

F. Arleigh Fraser, a new member from South Park Shops, was introduced and accepted as a member of the Club.

Russell Smith and Kelly Holmes were

there with their usual smiles and wise cracks.

It is understood that George McDonald knows somebody who is very patient.

Leo Bean and Charlie Polchow have been named Pork and Beans, as they are always together.

A. G. Rex, the only person throwing napkins around.

T. E. Shanafelt, Division 3, made a very nice talk of interest to all.

We also had Teddy Parsons of Division 5 with us. Come again, Teddy.

The Swedish delegation consisting of H. H. Peterson of the Electrical Department, and A. G. Pederson of Division Five.

Oscar Elrod had the misfortune to break a chair. We suggest a diet to reduce the weight and then the chairs will bear the weight.

R. C. "Dick" Hoyle arrived late, but after observing how much food he put away, he has been named the second Smithy.

The retiring President, Wm. H. Morgan, paid compliments to all those that helped him during his term of office.

During the month of December 1936, the Club were the guests of Hollenbeck Lodge on the 24th, and assisted in conferring the Master Mason Degree upon Supervisor E. G. Gilmore and his Son, and on the 27th, the Club members were the guests of Utopia Lodge and also assisted in raising to the Degree of Master Mason Brother F. Arleigh Fraser of South Park Shops.

## LAMC Crowding Division 4 For Lead In Basketball League



THE LOS ANGELES MOTOR COACH TEAM LINES UP AS FOLLOWS: Back row, left to right: C. E. Oates, U. T. Strong (Capt.) E. J. Reynolds, V. W. Wallen, D. R. Owens, A. J. Wycoff. Front row, left to right: D. D. Canning (Coach), Lou Singer, Jack Dossel (Mascot) J. T. Hope, G. B. Dossey (Manager).



**HOOPSTERS OF DIVISION 3:** Front row, left to right: G. K. Hardwick, R. P. Martin, M. A. Triboulet (Capt.), K. W. Lewellyn. Back row, left to right: E. J. Christensen, H. S. Drayer, R. W. Barnett, E. H. Leese, P. E. Maze, G. E. Broman.

## Fast Early Pace Set In LARY Basketball League Regulations Changes Approved

On Thursday, December 10, 1936, President Harry Gilmore called a meeting of the managers of all teams of the Los Angeles Railway Basketball League. It was a very interesting meeting with the attendance reaching one hundred per cent.

The purpose was to bring all the managers together and get them acquainted. Various regulations of the league were changed and it was agreed that this will help make the league a continued success.

Basketball has gained a lot of followers this year and every manager has pledged himself to turn out a team that will show good sportsmanship and furnish plenty of good, clean entertainment for all those interested in sports.

The playing dates of January 15, 22 and 29, 1937, will be changed to Sunday nights, January 17, 24 and 31, 1937. This change was necessary so that games would not conflict with school activities, the school requiring the courts on our original dates for Commencement Exercises. The committee asks that everyone co-operate

and make the best of the changed dates. Please tell all of your friends who attend the games. On February 5, 1937, we will resume our regular schedule.

The committee and managers request all of you fans to come out and support your team.

—D. D. McCLURG, *Secretary.*

### Basketball Hilites

By C. J. KNITTLE

It was my intention, this time, to lead off the basketball news with an article on psychology and athletics but the call for this copy came unexpectedly and with short notice. For this reason, and assuming that this Christmas issue will probably be well filled with greetings and holiday features, I will reserve everything except the scores, standings and a few high lights of the games until next issue.

Division Five team is making remarkable strides and in the recent three playing nights has hopped from the cellar position to fifth place. In fact, remembering that they are short one game, they could be considered

tied for third place with 16th Street Coach and South Park Shops.

Division Four and L.A.M.C. are practically tied for first place with only one lost game for each team but L.A.M.C. is short one game. On January 8, these teams will play together and one or the other will take a more definite hold on first place.

And now, the scores:

November 20, 8:00 p. m., Court No. 1  
 Vernon Yard (27) Division One (16)  
 Simonson (12).....F.....Jacobs (3)  
 Rocha (6).....F.....Roberts (6)  
 Bramlett (5).....C.....Smith (4)  
 Copper.....G.....Morrissey (0)  
 Mendez (4).....G.....Twynham (0)  
 Scoring Substitutes: Mann, Div. One, (3)

Score by Quarters

Vernon Yard.....5 6 8 8—(27)  
 Division One.....4 2 6 4—(16)

COURT NO. 2

South Park Shops (20) Div. Four (28)  
 Lock (4).....F.....Hipes (6)  
 Stanley.....F.....Boyer (13)  
 Horton (5).....C.....Weaver (8)  
 Farmer (6).....G.....Curry (0)  
 Chamberlain.....G.....Livingston (1)  
 Scoring substitutes: Westcombe, Shops (5).

Score by Quarters

South Park Shops.....4 3 7 6—(20)  
 Division Four.....7 9 6 6—(28)

Both teams played an excellent game. Horton and Farmer were outstanding among the South Park Shops lads. The Division Four team played a hard offensive. Boyer scored on three long shots from the

side lines. Weaver, Hipes and Curry were also outstanding.

November 20, at 9:00 p. m., Court No. 1  
 Division Three (11) 16th St. Coach (29)  
 Mae (2).....F.....Lehman (11)  
 Triboulet (6).....F.....Fisher (4)  
 Christerson (2).....C.....Logan (10)  
 Leese.....G.....Fogelman (4)  
 Martin.....G.....Aure (0)

Scoring substitutes Llewellyn, Division Three, (1).

*Score by Quarters*

Division Three .....4 2 3 2—(11)  
 16th St. Coach.....6 8 7 8—(29)

Both teams played a fast offensive. Lehman of the Coach lads was outstanding for fast passing and field goals. Triboulet of the Division Three team should also be mentioned for good headwork and clever passing throughout the game.

**COURT NO. 2**

The game between Division Five and the Los Angeles Motor Coach teams ended with a score of 17-16 in favor of L.A.M.C.

It developed, however that there had been a mistake in the timing. The Board of Arbitration later ruled that the game must be played over, probably on March the fifth.

December 4, at 8:00 p. m., Court No. 1  
 Division Four (24) Vernon Yard (16)  
 Boyer.....F.....Simonson (4)  
 Hipes (7).....F.....Miranda (3)  
 Weaver (6).....C.....Mendez (0)  
 Whitcomb.....G.....Rocha (7)  
 Morrow (6).....G.....Salcido (0)

Scoring substitutes: Division Four, Hedger (2) Brown (1) Curry (2). Vernon Yard, Fisher (2).

*Score by Quarters*

Division Four .....7 5 7 5—(24)  
 Vernon Yard .....2 3 1 10—(16)

Boyer and Weaver of Division Four and Fisher and Mendez provided the highlights of the game with excellent playing throughout. A large and enthusiastic crowd witnessed the game.

**COURT NO. 2**

L.A.M.C. (32) Div. Three (26)  
 Wallen (2).....F.....Maze (2)  
 Strong (13).....F.....Triboulet (0)  
 Reynolds (15).....C.....Drayer (0)  
 Oates.....G.....Hadwick (0)  
 Owens (2).....G.....Hadwick (0)

Scoring substitutes. Division Three, Llewellyn (8) Christerson (10) Martin (1).

*Score by Quarters*

L.A.M.C. ....10 2 10 10—(32)  
 Division Three .....1 17 0 8—(26)

December 4 at 9:00 p. m., Court No. 1  
 Division One (24) Division Five (37)  
 Jacobs (2).....F.....Ullrich (16)  
 Roberts (2).....F.....Seale (6)  
 Trout (5).....C.....Pace (7)  
 Morrissey (8).....G.....Scott (5)  
 Tynham.....G.....Temple (0)

Scoring substitutes: Division One, Carney (4), Johnson (1), Melroy (2). Division Five, Landreth (3).

*Score by Quarters*

Division One .....2 6 6 10—(24)  
 Division Five .....9 6 9 13—(37)

Game was hard fought all the way by both sides. Very large crowd attended. Much cheering for both teams.

**COURT NO. 2**

South Pk. Shops (16) 16th St. Coach (13)  
 Lock (0).....F.....Lehman (3)  
 Littlefield (10).....F.....Fischer (5)  
 Ells (0).....C.....Logan (4)  
 Henderson (0).....G.....Fogelman (1)  
 Ross (0).....G.....Aure (0)

Scoring substitutes: South Park Shops, Stanley (1) Horton (4) Farmer (1).

*Score by Quarters*

South Park Shops.....3 4 7 2—(16)  
 16th St. Coach.....7 1 5 0—(13)

December 11 at 8:00 p. m., Court No. 1  
 Division Three (34) Division One (17)

Maze (5).....F.....McIver (0)  
 Leese (7).....F.....Morrissey (4)  
 Boman (12).....C.....Melroy (0)  
 Triboulet (3).....G.....Roberts (5)  
 Martin.....G.....Twynham (2)

Scoring substitutes: Division Three, Llewellyn (1), Barnett (2), Christerson (4). Division One, Jacobs (3), Trout (1), Duncan (2).

*Score by Quarters*

Division Three .....11 10 8 5—(34)  
 Division One .....6 0 2 9—(17)

**COURT NO. 2**

Vernon Yard (19) 16th St. Coach (21)  
 Simonson (2).....F.....Lehman (8)  
 Miranda (3).....F.....Fisher (5)  
 Mendez (5).....C.....Logan (2)  
 Rocha (2).....G.....Fogelman (4)  
 Salcido (7).....G.....Aure (2)

*Score by Quarters*

Vernon Yard .....8 6 4 1—(19)  
 16th St. Coach.....7 9 4 1—(21)

It was a hard fought game with two Vernon players going out on fouls. Salcido was offensive star with 7 points while Lehman led his Coach teammates with 8 points.

December 11, 9:00 p. m., Court No. 1  
 Division Five (53) Division Four (23)  
 Ullrich (11).....F.....Hedger (6)  
 Smith (16).....F.....Hipes (2)  
 Pace (22).....C.....Weaver (9)  
 Scott (2).....G.....Whitcomb (0)  
 Temple (2).....G.....Curry (0)

Scoring substitutes: Division Four, Boyer (6).

*Score by Quarters*

Division Five .....8 12 15 18—(53)  
 Division Four .....3 10 4 6—(23)

The Division Five team turned out to be a hot wire for the Division Four lads this time. It was an excellent game, only five personal fouls being called for the Division Five boys and six for Division Four. Ullrich, Smith and Pace starred on field goals for Division Five, while Hedger, Hipes and Weaver piled up the points for Division Four. Curry also played a good guard. Livingston, a Division Four substitution, was led off the floor in the third quarter with an injured knee.

**COURT NO. 2**

L.A.M.C. (19) South Park Shops (23)  
 Wallen.....F.....Westcombe (15)  
 Strong (14).....F.....Stanley (2)  
 Reynolds (4).....C.....Horton (2)  
 Oates.....G.....Henderson (0)  
 Owens (1).....G.....Ross (2)

Scoring substitutes: South Park Shops, Chamberlain (2).

*Score by Quarters*

L.A.M.C. ....4 4 4 7—(19)  
 South Park Shops.....4 5 8 6—(23)

This was L.A.M.C.'s first defeat of the season. Both teams played a hard, offensive game. The score was close at all times. Strong gave a good account of himself, piling up 14 points for L.A.M.C. while Westcombe topped it slightly for the South Park boys with 15.

**LEAGUE STANDINGS**

	W	L	Pct.
Division Four.....	4	1	.800
L.A.M.C. ....	3	1	.750
16th Street Coach.....	3	2	.600
South Park Shops.....	3	2	.600
Division Five .....	2	2	.500
Division Three .....	2	3	.400
Vernon Yard .....	2	3	.400
Division One .....	0	5	.000

**Xmas Discounts**

D. L. Gragg, of the Cigar & News Stand in the lobby of the Main Office building at 1060 South Broadway, has a complete line of cigars, cigarettes and candy in Christmas packages, and will allow the customary discount on all box sales. Magazine subscriptions or renewals taken.

Merry Christmas  
 Happy New Year





## Division One

H. N. COLE

It was on Sunday morning and Conductor R. H. Rogers, through force of habit acquired over a period of many years, during which time he was off every Sunday, yielded to the desire for a last little snooze. When he woke up he found that his car was gone and a miss-out was staring him in the face, so he called a taxi, which cost him \$1.55, and arrived on time.

Conductors S. J. Singer and F. O'Neil recently spent a few days all dressed up and nowhere to go. They just sat at a table and signed up the boys for the Social Security Act, and they seemed to have done a good job of it.

Motormen C. N. McMullin and E. R. Rath have never become reconciled to the fact that so many people mistake one for the other. They look as much alike as "Ike and Mike," and yet each thinks he has a just cause for complaint.

After missing Switchman Chester Hill for several weeks, we finally learned that he is now flagging.

Switchman Charley Adolfsen has returned to his duties after an illness of several weeks. Conductor W. D. Smiley, who has been filling in for him has resumed his place on the cars.

Conductor C. R. McDowell, who lives out near Washington and Maple, overslept and missed his car and he had about fifteen minutes to connect with his 5:12 pull-out. He says he ran every step of the way and arrived on time. He called for his run and the clerk told him to go back home and try again at 5:12 p. m., that he was just twelve hours too early.

Conductor C. O. Ashton reports that his son Orrell, after many minor injuries received playing football is now confined to crutches as the result of his last head-on-collision. Orrell is a student of Loyola College, and has earned quite a reputation as a player.

Motorman D. E. Fletcher has resumed his duties after being off duty for several weeks. He was in the hospital for an operation which was very successful, judging from his present appearance.

Conductor T. R. Thornhill has reported for duty. He also was the victim of a major operation from which he recovered rapidly.

Conductor L. Rasmussen is back on his run after being confined to his home for several weeks on account of illness.

Conductor H. F. Mickelson who has been on the sick list for several months, is reported as improving, and hopes to be back on his run sometime soon.

At this writing, Conductor W. S. Culver, who has been suffering from an attack of rheumatism for several months, is improving, according to reports, but is still off duty.

Conductor W. H. Laing is back on his run after being confined to his home on account of an attack of influenza.

Conductor G. E. O'Bar has improved sufficiently to be back in time to do his part in

the usual rush incident to this time of the year.

Motorman G. Paterson is still off duty on account of a broken collar bone, sustained when he tried to catch a moving car, and missed.

When this issue appears, Christmas will be just around the corner, so we take this opportunity to thank the boys of Division One for their co-operation during the past year, and wish each and every one a very Happy Christmas and a Prosperous New Year.



## Division Three

L. VOLNER

Some of our men, filled with the Christmas spirit, are raising funds to decorate the assembly room and an Xmas tree at this Division. What they intend to put on this tree we do not know, but that our men have the Christmas spirit—"it is more blessed to give than to receive"—we know, and this tree will be well loaded with many useful Christmas gifts.

For many years Motorman G. R. Chapman has been living in the middle of the block, but with the erection of a bridge over San Fernando Road and the Los Angeles River, to connect with the North Figueroa Street Tunnel, he is now located right where the traffic makes the turn to cross the bridge. He says he is rather hard to wake and we were just wondering if some big truck failed to make the turn whether he would be disturbed or not.

In the last issue of Two Bells we mentioned how much Operator D. D. Smith had improved on a recent vacation and a diet of deer meat. Now, Trafficman Miller says he is trying to supply all of his men with this delicacy to keep the "N" line on a regular headway.

Conductor Joe Wilson is the proud possessor of a new Buick coupe.

While many of our men were wearing heavy overcoats, and some had already donned their red flannels, Operator J. San Marco, on December 1, was still in his shirt sleeves, and said that he was very comfortable.

We are glad to note that the platform men of the Los Angeles Railway are noted for their courtesy and helpfulness to everyone. On the morning of December 9, Motorman C. T. Morgan noticed the auto of bus driver Swanson parked in a lot at Yosemite and Eagle Rock Boulevard, as he was on his way to Townsend Terminal. On the return trip a stop was made at Yosemite Drive, but Mr. Swanson wasn't among the passengers who boarded the car. Mr. Morgan called to his conductor, Mr. Potts, to go and look in the auto. Mr. Potts did, and there, soundly asleep, found the bus driver who, had it not been for the watchfulness of his crew would have missed out.

You know when you were a little kid how long it seemed from one Christmas to another? Well, that is the way it seems now to some of our ardent race-horse fans. Motormen Chapman and Meyers, for some time, have been counting the days until

things open up at Santa Anita, and now that the football season is over, where he was recognized as a pretty good handicapper, Motorman Livesay, along with Conductor Butler, will join "Chappy" and "Chief" at many of the races at Santa Anita.

On the threshold of a new year, we, as a portion of our big Railway family look forward to many new developments in the year to come. While mistakes have been made in the past, we can truly say that we have tried to put things over in a manner that will receive the approval of our superior officers. The new set-up of our official family is, on the face of things, a bunch of "go-getters" and much good will result from earnest co-operation from the rank and file. Let's all dig in and try to cut down that enormous and costly bugaboo, accidents. Correct operation by all concerned means a great reduction, and there is no excuse for the up-building on the part of any man, or men, of a high accident record. Play safe, and we will all enjoy future prosperity.

Here's hopin' that all will have a Merry Xmas and a Happy and Prosperous New Year.



## Division Four

C. J. KNITTLE

The merry Christmas, with its generous boards,

Its fire-lit hearths, and gifts and blazing trees,

Its pleasant voices uttering gentle words,

Its genial mirth, attuned to sweet accords,

Its holiest memories!

The fairest season of the passing year—

The merry, merry Christmas time is here.

—George Arnold.

As this is our last little "broadcast" for 1936, and believing that my sentiments compare favorably with those of my fellow-trainmen, I wish to thank the Los Angeles Railway Company, in behalf of these men, for the many courtesies shown us during the past year. To the new administration and to all fellow employees we wish every success in the New Year.

At the present time the Christmas rush is at its height and emergency schedules are being used on many lines.

No leaves of absence were granted during the past four weeks.

Line H was given a new schedule recently. The shake-up was held November 19 and took effect on the 22nd.

Our Division Stenographer, H. F. Nelson, has found a new hang-out—Fifth and Central.

Motorman Harry Hicks is much happier these days. His mother and sister Bernice, have arrived from Kittanning, Pennsylvania, to make their home with him here.

Frank Ervin, Division Clerk and member of the Swift Flying Club, made his first solo flight in the Club's new Taylor Cub Monoplane on November 25.

Conductor J. M. Gilleese, who was seriously injured when he was thrown from his B car as it sped past 39th and Ascot on November 11, is recovering rapidly now and paid us a visit December 10. The accident occurred when Gilleese leaned out of the car to look back but failed to observe they were about to pass a storm drain safety enclosure near the track. The device struck him in the back of his head. Gilleese was rushed to the California Lutheran Hospital and remained unconscious for several hours.

Conductor George Kinneson, who had the misfortune of breaking an arm not long ago, also paid us a visit about a week ago. The accident occurred when George alighted from a W car at Avenue 61 and Montevista and started running across the street toward his home. George does not know just how he came to fall. He will be on the sick list for a few weeks yet.

Office Scene: December 7. Dusty Rhoades and Frank Ervin. Both looking in the mirror to decide which is the ugliest.

Advertisement on Division Bulletin Board: For Rent. Furnished Room. Phone. Two kinds of water. 1617 West Twelfth Place.

A hot note from one of our Division's new papas, Conductor A. L. Auslender, whose little son's arrival was announced in last Two Bells, states that the baby's middle initial "S" stands for Stanley, not sigars. A thousand apologies, A. L.

Street Scene: Two autos crash at Eleventh and Georgia. The offending driver, intoxicated, hops out and flees in the direction of Figueroa street. A southbound car is starting up. He hops on to get further from scene of his crime. But it was not a U car. It was a P car headed for the Car House. Twenty seconds later he was back where he started from. The mob recognized him instantly and took him in hand.

That is all, friends. To those who have assisted me with contributions of news throughout the past year may I say, sincerely, thank you. And to you all—

A bright New Year and a sunny track  
 Along an upward way,  
 And a song of praise on looking back,  
 When the year has passed away,  
 And golden sheaves, not small, nor few!  
 This is my New Year's wish for you.

### C. D. CLARKS ENTERTAIN

In honor of their twenty-seventh wedding anniversary on November 24, Mr. and Mrs. C. D. Clark received the greetings and congratulations of their many friends.

Many acquaintances called during the day to greet them personally and in the evening Mr. and Mrs. George Sly, Mr. and Mrs. Henry Bates and Mr. and Mrs. Bob Wiley were entertained.

Mr. Clark is a member of the special roll. He entered the Los Angeles Railway in June, 1886, and served as conductor until February, 1902, when he was promoted to the position of Dispatcher. In February, 1919 he was re-assigned to lighter duties and in 1922 he was placed on the special roll.

Our sincerest wish is that the happy couple may enjoy many more happy years together.



FRED MASON

Well, boys, Manager Doyle McClurg and his bouncing basketballers finally got into the win column on December 4, when they took Division One into camp by the score of 37 to 24. It looks like our team is beginning to click now, and despite the fact that we got off to a bad start, and lost some games by a very close score, Mac and his team are not the least bit discouraged and they are going to make it tough for all the teams they meet from here on out.

That glum, far-away look on Motorman Emil Watson's usually smiling face is occasioned by the fact that his wife is back in Cedar Rapids, Iowa, spending Christmas with the folks. This is the first time they have been away from each other for years and years, and Emil says, "Gee, I'm lonesome—I didn't know a house could feel so empty." He spends most of his time sitting on the front porch wishing every night was Lodge night.

Conductor A. J. Konecny arrived back O.K. from all points on the east coast. He spent quite a time in New York City, where he spent one whole day on the subway. He got lost. He also visited Niagara Falls and Buffalo. He said it is great to get away, but it feels even greater to get back.

About five o'clock one evening Motorman J. L. Warren had occasion to phone his wife. He put the call through and heard the phone ringing but could get no answer. Having only left the house five minutes previously he knew there was someone home and thinking that there must be some thing seriously wrong he hopped in his car and drove home. Upon arrival he found his wife serenely working out a crossword puzzle and when asked about not answering the phone Mrs. Warren informed him that it had not rung. J. L. then spotted his little Boston bulldog having a great time chewing on a piece of wire. Investigation revealed that the pooch had pulled the wire from the box in the back yard, cutting off the juice from the bell. J. L. is going to buy his dog a toy telephone for Christmas.

Here's wishing you all a Merry Christmas and the Happiest of Happy New Years.



CHARLES H. HARDY

C. Lyles spent an enjoyable vacation up in Washington and Oregon recently. He paid particular attention to the transportation equipment up the coast. He reports that in Seattle, service men go out on the lines at noon and clean all coach windshields as a safety measure.

C. Wheeler is back on the job after being away on the sick list for several weeks. He has not lost that famous smile.

Shadow Schunck, who landed in the dog house when he drove out to the Transit picnic a week too soon is back in good standing at home. He recently bought a new Pontiac. Being financially embarrassed at times, Shadow made a startling discovery lately. He found by careful calculations that every time he is chiseled out of four cigarettes he loses three cents. He is now about to start an economy program.

S. O. Reese, former operator, now delivers tanks of Butane to the Garage.

A. G. Gribbling is recovering from head injuries received when he was hit by a pitched ball during a game last month.

L. D. Ulmer and his wife spent a weekend in plenty of snow at Idylwild recently. They spent some time picking owl feathers from the car's radiator after hitting a huge owl that had flown headlong into the front of the car.

B. Searfus has been off with broken bones in his foot, the result of a fall while working on his house recently.

G. E. Graham is now official spokesman for the Motor Coach Division.

Since Mike has been handling red, white and pink cheese he has been doing a rushing business.

E. E. Longworthy's little girl, Gwendolyn, has been seriously ill with pneumonia. We wish her a speedy recovery.

W. R. St. John is convalescing from injuries received when he was hit by an auto as he stepped out of his coach to retrieve his cap that had blown off.

Miss Eula Mae Guyette, young daughter of R. W. Guyette won the bicycle given to the contestant that could play the Hi-Li ball game the longest time without missing. Miss Guyette won after a hard battle with boys and girls that were much older than herself. With twelve starters, after about fifteen minutes of competition there were only two left, Miss Guyette and one boy. It took Miss Guyette forty-two minutes before she could beat her opponent.

The mystery is solved, at last we know the reason for the wide grin on Bill Stange's face. It is the baby girl at the home of Floyd Stange. Congratulations, Grandpa Bill.

Harry Nicholas, popular fighter, who is managed by Jimmy Kresge, was defeated in the final bout of his class in the Golden Glove Tournament, December 11. This promising boy will undoubtedly come back in fine style.

C. O. Morse is showing favorable improvement and wishes you and your family a very Merry Christmas and a Joyous New Year.

### GARAGE

The boys received a card from C. Maurer, formerly of the Third Shift. He is now in Honolulu enjoying the weather and scenery.

We extend our sympathies to Frank Bruner whose father, C. E. Bruner, passed away recently.

The home of E. Deak was robbed recently. Several articles were taken as well as two dollars worth of old coins. The children's bank was also robbed of about five dollars.

Rabbit hunting is in full swing with the wash rack boys. A. Young went up north into the sticks to hunt rabbits recently. The man who supplied the transportation continued up north and failed to show up for the return trip leaving Young stranded. It is reported that he had to pick cotton for the bus fare home. Roscoe Kirkwood returned from a rabbit hunt recently with a purple shoulder, the result of a shotgun kick.

H. Nordmark is spending five cents daily on phone calls. We understand that this is on account of stark love.

Dear Santa Claus, please bring Jack Pjerrou a large supply of towels and combs.

R. Wildung and J. Savage of the Carburator Department staged a fashion parade on a Saturday afternoon recently. Anticipating a visit of the executives they immaculately attired themselves in spotless white coats. The visitors failed to appear and the reception committee received quite an ovation from the remainder of the boys who had neglected to bring tuxedos for the occasion.

W. Bates, photographic expert of the Second Shift, was seen snapping his shutter at squirrels and other forms of life around Pershing Square recently.

Ed Sullivan, who has been a very sick man following a major operation, is recovering rapidly and expects to be back before very long.

E. Graham and P. Wood, golf enthusiasts, challenge all comers and will play for cokes, marbles or chalk.

Ray Anderson is rapidly recovering after having submitted to a major operation recently. He and Ed Sullivan are neighbors in the hospital and are able to compare notes and incisions.



## ELECTRICAL



WALTER WHITESIDE

### LINE

Now that Christmas is upon us, Dick McDevitt is receiving more cards than ever from the mysterious "Juanita." For some reason or other in her last letter she asked Dick for six more pair.

While making a trip to San Francisco, Sam Underhill stated that he ran into a fog so thick that he couldn't see as far as the front of his car.

Congratulations are in order for Joe Urban on his recent installation to Master of Manchester Lodge last December 8. Good luck, Joe, and we know you will be a success.

Word got around that Heinie was going to get a new car so all of the Willys dealers have been pestering him.

Recently, while working near Country Club Drive and Victoria, Jack Turner, Frank Tarpley, and Harry Whitley had a trying experience. A drunk ran into the back of their truck while it was standing. The drunk then backed away and drove around the block and came back and de-

manded to know why they backed into him. Jack Turner being of a jovial nature told the drunk to beat it, whereupon the drunk took off his coat and endeavored to make Jack eat his words. Jack pounced upon the fellow and tried to make him promise that he would beat it, but evidently Jack was choking him so he couldn't answer. Finally the drunk wiggled free and said he would leave.

Wonder why Dick McDevitt always quizzes Governor Fulton every time he returns from a meeting.

Who are to be the lucky crews assigned to the new tower trucks?

Sorry to report that during the past month Manuel Martinez was hurt while climbing a pole, but at this writing he is O.K. and ready for more.

During the past month the following had to take time off due to illness: Tom Psaras, Adam Knaus, W. E. Conway, F. L. Greenlaw, E. A. Laycox and Miss Howell.

### SUB-STATIONS

The medal for the person in this department who does the most traveling during the year is at the present, leaning toward Benny Lerit, who with his bride of a few months, enjoyed a very wonderful trip to Boulder Dam.

We understand that operators W. R. Pollard, B. Lerit, and R. A. Horn of Soto Substation will be glad when the tearing down of the school next to the Substation is completed. They'll find it easier to keep their station clean.

It has been suggested that Gerald Coxe plant weed seeds in his front yard and then maybe lawn will come up instead.

Howard Jones has just retired as Master of Glassell Park Lodge after eight years of hard work, but he says he enjoyed every minute of the time.

The substation department recently acquired an electric devil grass rake. J. L. Rose and W. C. Reese aren't making any promises but they anticipate having the nicest lawns in the city. In fact, we think they had the most attractive lawns in the past, but this new rake will undoubtedly save a lot of hard work. Incidentally, Paul Tupper of the Electrical Construction Department was the engineer on the job demonstrating the operation of the machine to the Substation men.

During the past month, B. I. Boughton had to take time off due to illness.

Advice to papa Ira Hearne: When walking the floor with the baby, use the slow long gliding steps rather than the short fast jerky ones as the baby rests more comfortably.

### BONDING

Bill Banbury has put in a request for steam heat at the corner of Ninth and Main.

It has been reported that this department enjoyed everything from turkey to hamburger on Thanksgiving day but haven't been able to find out who had the turkey.

Parl (P. W.) Brown is graciously welcomed back to the heavy gang. We haven't heard if "Panty Waste" or "Panty Waist" was re-initiated or not.

Pete Goodas, Foreman of Bonding, has been quite ill of late but at the present time he is fit as a fiddle.



H. I. SCHAUBERT

To Babe Gravino goes the honor of being the first employ of the Track Department to cross the new Oakland-San Francisco Bridge. He, and a party of friends, made the crossing while on their way to attend the annual St. Mary's-Santa Clara battle.

Harry Snow, of the Store Department, has purchased a new Plymouth sedan. However, this item cannot be considered as news, since everyone in the Department had to take a ride in it the first day.

Ray Copper almost had a new car, too. After signing on the dotted line he was informed that delivery would not be made for about four months.

Pierce Stanton reports the purchase of a new Studebaker Dictator. From his enthusiasm over the new car one might think he was Mr. Studebaker himself.

Charlie Smith reports a successful hunting trip for quail at the opening of the season. He bagged the limit easily.

Jimmy Watkins did not return empty handed from his quail hunting trip either. However, his recollections of the trip would have been more pleasing if he had returned with quail.

John Cox, Watchman, suffered a severe ankle sprain while avoiding a reckless driver a few nights ago. First reports of a broken ankle proved to be in error when x-rays were taken. He expects to return to work soon.

Bill Snyder again looks hale and hearty following his sojourn in the hospital. He paid a visit to the Yard the other day. Bill was as glad to see everyone as they were to see him.

The basketball season progresses with a few game Vernon Yard players trying to plug along and win games without a cheering section. How about giving yourself a treat and the boys a little moral support by putting in an appearance at the games. The team is good. A little applause now and then would undoubtedly put it in the win column. If you do not like basketball, come out anyway—you might see something funny; such as Ray Copper getting a black eye the other night.

The sympathy of the Track Department is extended to O. W. Wybe, whose mother passed away recently in Nebraska.

### CHANGED YOUR ADDRESS?

In order to receive Two Bells promptly, be sure to register with your foreman any change of address.



# Mechanical Divisions

F. F. ROBEY

## DIVISION ONE

A. L. Williams made a trip in the Dodge the other week-end up to his brother-in-law's ranch, twelve miles east of Little Rock. He says that the jack rabbits knew that he had been there.

Two more of our division sportsmen, Lee Sherrill and C. H. Ogden, report fine luck among the quail up around Taft. Harry reports bringing back twenty, Lee sixteen. That is their story. Stick to it, boys. Lee says O.K.—if he had only had a good dog, they would not have been able to pack them away.

A good New Year to one and all,

And many may you see,

And during all the years to come,

Oh happy may you be.

May you ne'er have cause to mourn,

To sigh or shed a tear,

To one and all, both great and small,

A Happy Good New Year.

Donald Douglass has been having more than his share of sickness lately, forcing him to take time off.

Bill Shirk has bought a Chevy, and is the happiest man at the division. What about those new Fords, Bill?

Charlie Adolfsen, Switchman, is back at work again, after having a spell in the hospital. Charlie says he feels like a new man.

M. Craeger's wife recently underwent a serious operation and is now on the road to recovery. The "Captain" will be a bachelor for a few more weeks yet.

Elmer Gordon took his girl friend to the U.S.C.-Notre Dame game.

## DIVISION TWO

The second annual re-union of the South Park Shops Emergency Crew was held on Tuesday, November 24. This year's repast was catered by Mr. Harry Tuttle. Harry maintained his usual reputation by furnishing a fine turkey dinner. There was also a delightful addition of good old Southern biscuits and yams by one who sure knows how to bake them. Judging by the response of each individual present, the "party" was a great success.

Chester A. Hill, who with 32 years service spent more than 20 years as Switchman at Division One, finally decided to try something different, so he took a flagman's job to get away from switching. This was fine, until the flagman returned and C. A. was sent to Division Two as a watchman where part of his duties are to switch cars in and out of the yard that are sent for C. Inspection, Miscellaneous Repairs, etc. Well, he likes the job and thinks he will just continue to be a switchman.

We extend our sympathy to Mrs. Amanda Smith in the recent loss of her husband, who passed away suddenly.

We know of a young man who evidently doesn't know how to boil water. At least



REUNION DINNER, SOUTH PARK SHOPS EMERGENCY CREW. Front, right: A. Arnold, J. Steenrod, E. L. Scholes, J. R. Brittain, P. B. Harris, H. E. Jordan. Left to right: H. A. Longway, W. S. Cohn, F. F. Robey, H. Conacher, H. T. Brown, G. Ramsey, C. S. DeBaun, W. T. Reynolds, J. T. Watts, W. T. Brown, R. Guignard, Capt. J. Hersham.

after the last coffee pot he ruined, someone told him to put water in it before he lighted the fire.

A Real Christmas and Happy New Year to All.

## DIVISION THREE

Johnny Sottile now has his new Studebaker.

Ted Clark thought he was back riding a horse one night, the result of a curb straddling and two bent wheels.

Boyd Walters took a trip to see the Carl-sbad Caves in New Mexico and says it's quite a sight.

Red Roman, the counterfeit money man from Texas, is having his teeth ground down to shape. They were all out of line as a result of his accident.

G. Atkins is trying to grow one of those things again. You can't fool the kids, George. They'll know you're not Santa Claus, even if your whiskers are white.

Bill Wickwar, our banana king, is back after a spell of sickness.

Division Three wishes everyone a Merry Christmas and a Happy New Year.

## DIVISION FOUR

We extend our congratulations to Carl F. Parks and Laura E. Carbeil, who were married on the 28th of November.

Barney Raley at the present time is on the sick list. We wish him a speedy recovery.

Jim Denis is back with us again, after several months at South Park Shops.

"Shorty" Johnston is getting to be a real business man. He sold his old home and has bought another already. Just taking advantage of these "booming" prices.

The first type H-4 car has arrived at this Division and the boys are really busy learning what makes it "tick."

## DIVISION FIVE

Merry Christmas and a Happy New Year.

Tom Lambert went Christmas shopping the other evening, but left his wallet lying on the locker room table.

Jim Boen is getting pretty bold when he tries to pass one-half inch cut washers off on the waitress to pay for his meal. It wouldn't work though. She told him that the quarter had a hole in it. Can this be the reason that our consumption of washers has been so high?

Everybody is excited over the trolley bus that is being tried out over here. Olon Dewberry doesn't like it because, "You have to stand up to work the groups."

W. A. Elblad has traded that "almost as good as new" Essex that he bought from Ralph Nokes for a better car—a Model A Ford, Four Door Sedan. But dont tell Nokes. He might think that Bill had a lemon.

Foolish questions asked by Division Five mechanics, "Mack, are you busy?"



F. ARLEIGH FRAZIER

A. Anderson and O. Rivers are trying to change the custom around the machine shop by working in steam railroad fireman's hats. Perhaps it's to allow more space for that departing hair.

S. Van Amberg raffled off a turkey before Thanksgiving, and W. V. Cook won it. Ernie King then raffled off one and John Cook won it. What chance has anyone else against the Cooks?

Ben Francis, about whom we've been wonder is back at work. His absence was due to being struck by a truck.

Paul Abbey is remodeling his dog house, making it more roomy.

Fred Andrus of the Winding Room would appreciate any news regarding turkeys being given away or free turkey dinners.

Jim Brown wants it reported officially that he has "quit" playing checkers. (Last match ended goose-egg to Griffith's 8.)

O. Rivers asked everyone in the shop if they had seen the "trolley". Finally Wm. Huskey found out he was looking for a lift truck truck.

To everyone and their families we wish the Merriest of Christmases and the Happiest of New Years.

**Virgil & Santa Monica Coach**



D. S. COBURN

Operator J. E. Parker has a new idea for a Christmas Club. It seems that all during the year he has been saving up for the coming holidays. Not being a very trusting nature he decided not to risk putting his money in a bank but instead put it into the toe of an old shoe, certain that no one would think of looking there for it. A few days ago he was cleaning house and came upon this old pair of shoes and, absent mindedly threw them into the Goodwill bag, then went out on his run. After making a few trips he was smilingly contemplating on what he should buy with his Christmas money, when suddenly it dawned on him what he had done. Gasping for breath he rushed to a phone and told his trouble to the dispatcher. A supervisor went to his home but the Goodwill truck had beaten him there and had picked up the bag containing the shoes. Parker was relieved as soon as possible and hurrying down town he finally located the shoes with the money still there. Parker now insists that there is a Santa Claus.

Operator George Lloyd felt the depths of gloom a few days ago when his car was stolen. In it at the time were his tickets and change in his box. He thought he had seen the last of them. But after a few hours search by the Police Department his car was located and everything but his change was returned.

It is being rumored that Ted Chastain has finally given in and succumbed to the ranks of the married men, although we have no definite information yet as to who his new bride is or when the ceremony took place.

The class in Transportation Engineering recently was taken on a trip through the Goodyear plant. In small groups they were conducted by special guides who explained the workings of each department as they went along. After two hours of continual walking the boys were tired but amply repaid for their time and effort.

Our dispatchers office has taken on the aspects of a modern broadcasting station. Conductor J. N. Boucher has installed a loud speaker system for the use of the

dispatcher in calling the men in the train room or waking the shine men from a sound slumber. The elaborate unit now in use is temporary and if adopted will be replaced by a simpler and more practical amplifier, according to Boucher.

The Motor Coach basketball team continues its march toward the championship of the league. However, they have had no set-ups and every game has been very close.

#### MECHANICAL DEPT.

Henry Forsberg, our master mechanic, went on a hunting trip with a party of friends recently and they are still wondering who the expert shot was, as one of the men was mistaken for a quail and received what was meant for the bird in the seat of his trousers.

At the last regular monthly meeting of the Motor Coach pistol club it was decided that the guns would be kept in the stock room. The guns are available to all members in good standing upon presentation of their club cards. During the week see A. D. Gardner and on Sunday, Foreman Hank Thompson will have charge of them.

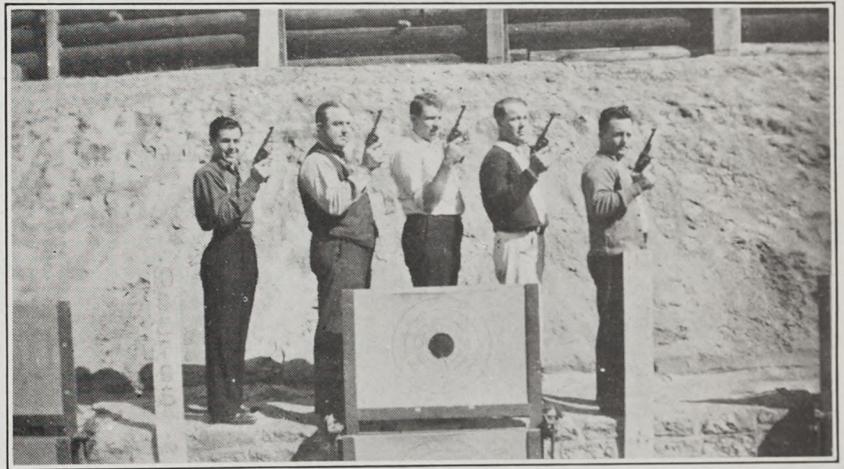
## Transit Employees Bowling Team Near Top

The Transit Employees' Bowling Team had been holding first place in the Winter League until Monday, November 30, when they were eased out of it by a slight margin by the Firestone Lumber Company team.

The games are close and the going tough but the boys say they like it that way. At present the high individual game of 259 and high individual series of 615 are both held by Doyle Rishel. Ed Fleming was the previous holder of both with a 256 game and 599 series.

How about a little moral support, folks? Help your team to repeat the fine showing it made last season. There is lots of time to regain first position and the team is after it. You can see them in action each Monday evening at 8:00 p. m. at 3604 South Broadway, second floor.

## PISTOL TEAM IMPROVES AVERAGE



Reading from left to right: J. T. Denis, Shops; J. R. Herring, Division 5; R. J. MacMillan (Coach), Elec. Dept. J. G. Brewer, Bus. Div.; and Denton Garner (Capt.) Bus. Div.

December marks the first anniversary of the Los Angeles Railway Silver Bullet Team. Formed a year ago, our team averaged 225 on the course. Now, after a year of contests and practice, they average 260.

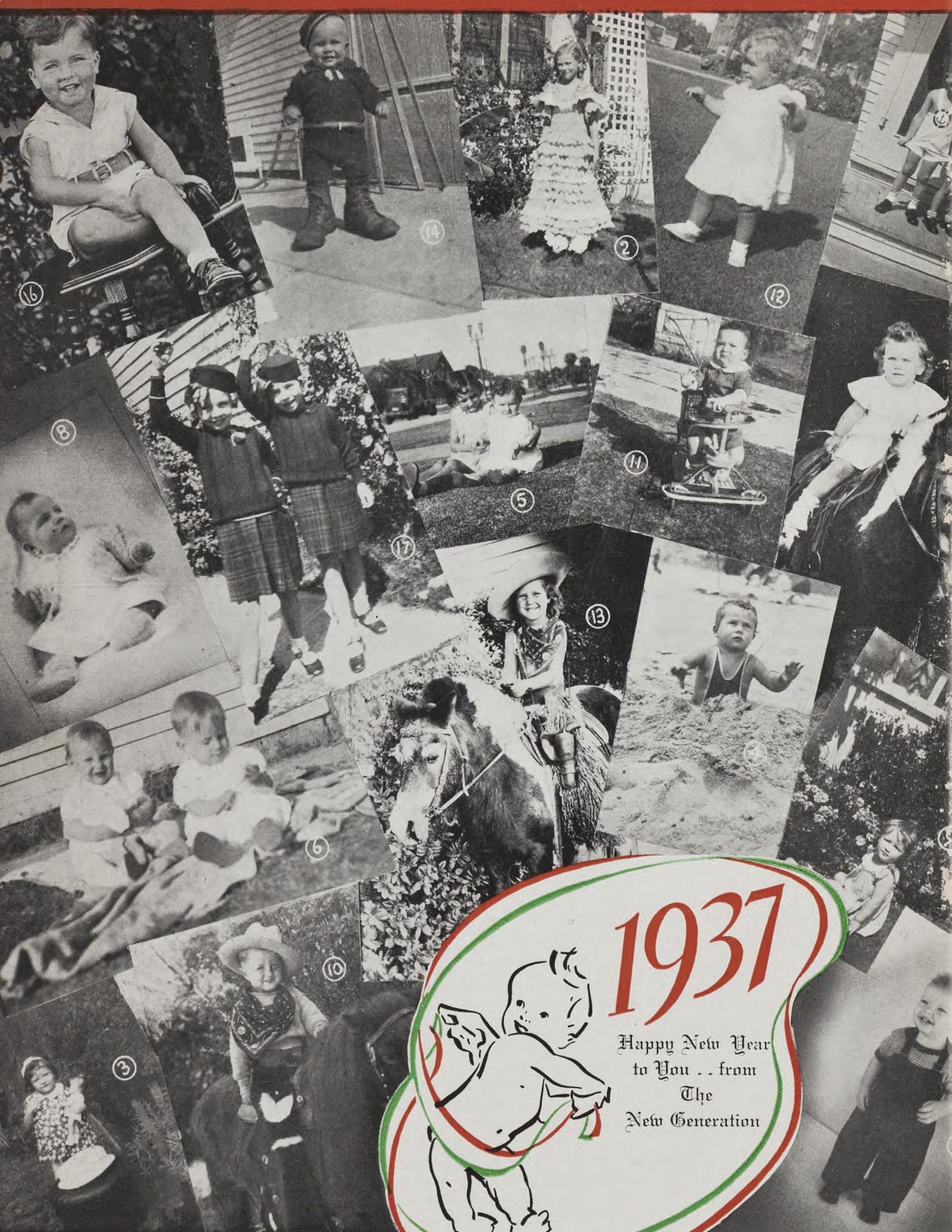
The above picture shows the Silver Bullet Team in a characteristic pose and was taken recently at the Centinela Park range by Mrs. Denton Garner, wife of the team captain.

For an entire week preceding Thanksgiving, we held a turkey shoot at the range. There were many events requiring skill, and several wherein luck alone was necessary to win. Among the winners were three Lary

men: Hayward Dyer, Vernon Yard; C. E. Studor, Coach Operator, and R. J. MacMillan, Sub-Station Operator.

On Sunday, December 13, we held qualification shoots for medals. Results are not available for print until final checking. In January we will conduct another prize match for club members. This match will be held on the second Sunday and prizes donated by the various merchants of Inglewood. There will also be a prize of a \$1.50 weekly pass donated by the Los Angeles Railway.

—L. F. SPARKS, Secretary.



**Wishing You the Best of New Years, are:**

(1) Robert Charles, son of Motorman and Mrs. A. H. Neumann; (2) Laurel, daughter of Motorman and Mrs. Gale Titmus; (3) Barbara Leo, daughter of Operator and Mrs. C. Yyles; (4) John Stuart Nelson, grandson of Motorman F. E. Swab; (5) Dorris Jean and Baby Carol Rae, daughters of Motorman and Mrs. Clarence O. Mitchell; (6) Dona Ann on the left, and Don on the right, children of Conductor and Mrs. R. D. Richens; (7) Sally Ann, daughter of Motorman and Mrs. W. F. Archer; (8) Susanne Louise, daughter of Motorman and Mrs. M. E. Dally; (9) Beverly, daughter of Motorman and Mrs. O. C. Clemons;

(10) Dickie, son of Conductor and Mrs. H. A. Preston; (11) Pat, son of Conductor and Mrs. M. H. McGinnis; (12) Mary Anne, daughter of Conductor and Mrs. A. G. H. "Chick" Trager; (13) Donna Jean, daughter of Motorman and Mrs. W. F. Archer; (14) Donald Burl, young son of Conductor and Mrs. B. D. Billings; (15) Brothers — William Arthur, on the left, and Scott Charles, sons of Motorman and Mrs. W. J. Alexander; (16) Jackie, son of Conductor and Mrs. H. A. Preston; (17) Beattie and Jean, the daughters of Conductor and Mrs. D. McTaggart.